



GOALS & DUTIES:

- Develop long-range local and regional transportation plans in cooperation with other area planning organizations and NCDOT.
- Provide a forum for public participation in the rural transportation planning process.
- Develop and prioritize transportation projects which the RPO believes should be included in the STIP.
- Provide transportation-related information to local governments and other interested organizations and persons.
- Conduct transportation-related studies and surveys for local governments and other interested entities/organizations.

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The DERPO Times

NOVEMBER 2022

Carbon Reduction Program Funding Available for RPO Areas

The NCDOT Transportation Planning Division (TPD) is accepting applications to fund projects within the Rural Planning Organizations' boundaries for the Carbon Reduction Program created by last year's Federal infrastructure law (BIL).

More than \$19 million is available to fund a wide range of projects that reduce emissions. Eligible activities as identified in the statute are as follows: traffic management, truck stop electrification, public transportation, transportation alternatives, advanced transportation, and congestion management technologies, intelligent transportation systems, development of a carbon reduction strategy, travel demand management, efforts to reduce the impacts of freight movement, deployment of

alternative fuel vehicle, diesel engine retrofits, traffic flow improvements that do not involve the construction of new capacity, and projects that reduce trans-



Example Eligible Project: EV Charging Stations

portation emissions at port facilities. Other projects may be eligible with a demonstration of emission reductions.

Municipalities, county governments, and public transit agencies are eligible to apply.

DERPO gets twelve total submittals: four submittals for communities between 5,000 and 49,999 (Morehead City and Havelock), and eight for communities under 5,000 (all other communities in the region). The minimum project cost is \$100,000, and there will be a 20% local match. The program is a reimbursement program, so funds will need to be available in advance.

For more information about the Carbon Reduction Program or project eligibility, please email Becca Joan Eversole at beversole@eccog.org or Nastasha Earle-Young of NCDOT TPD at nbearle-young@ncdot.gov. Additional information is attached to the newsletter.

Deadline is March 17, 2023!

STIP/SPOT 7.0 Update

Work is continuing on both the draft 2024-33 State Transportation Improvement Plan (STIP) and the latest round of NCDOT project prioritization: SPOT 7.0 (P7).

New sales tax revenue set aside for transportation (eventually 6%

of all funds) has closed the gap in needed funding from \$8b to \$3b, which has reduced the amount of decommitted projects but has not completely eliminated the need to reprioritize some projects in P7.

We have the ability to swap pro-

jects on a \$ for \$ basis, but as of now, there are no identified swap projects in the DERPO region.

The SPOT Workgroup has begun setting the parameters for P7, and project submittal is anticipated to begin in Spring 2023.

IMD Feasibility Studies Grant Program: Money Available for Sidewalks and Paved Trails



Studies to Create Multi-Use Paths is Available.

In July 2022, the North Carolina Department of Transportation (NCDOT) was allocated \$2 million in one-time funding from the North Carolina General Assembly to establish a Paved Trails Feasibility Study Program.

The Integrated Mobility Division (IMD) was also awarded \$500,000 in State Planning and Research (SP&R) funds to support sidewalk and shared-use path feasibility studies.

The purpose of the Paved

Trails and Sidewalk Feasibility Studies Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multimodal infrastructure.

This document is intended to guide grant applicants in understanding the purpose of a feasibility study, informing of project deliverables, and identifying the types of projects for

which they can apply.

Further information on this grant opportunity is attached to this newsletter, including an overview, FAQs, and the application.

For responses to frequently asked questions, please visit: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>

The next adoption session will be in Cove City on December 5 at 7pm; Cove City Town Hall.

Craven County CTP Update: Final Stages of Plan Adoption Underway

The Comprehensive Transportation Plan for Craven County, whose schedule was significantly altered by the COVID-19 pandemic, is finally in the adoption stage.

Starting in October, DERPO Director Becca Joan Eversole and NCDOT TPD staff have been giving final presentations to governing boards throughout Craven County to present

the finalized transportation needs maps for the county and priority projects for the next 25 years.

The Plan has to date been adopted by the Craven County Board of Commissioners and by the town boards in Vanceboro and Dover. An additional presentation has been made to the Havelock Planning Board.

Cove City will have a present-

tation and vote on adoption at their December board meeting, and in January the City of Havelock will vote on the CTP.

The Plan also has to be adopted by the New Bern MPO TCC and TAC, endorsed by the DERPO TCC and TAC, and adopted by NCDOT. Please check out our website for a copy of the Draft CTP.

Carteret County CTP Update: Public

Participation Coming in New Year

As work wraps up on the Craven CTP, it begins in earnest in Carteret County with the first meetings of the Carteret County CTP Steering Committee.

The meetings have been productive in

setting the CTP's vision and goals, as well as a general schedule on public participation. An online survey is tentatively slated to go live sometime in January, and it is the intention of the committee to have public workshops to get a more broad view of public opinion when it comes to the

county's transportation needs for the next 25 years. Details on these events are in the works. The next meeting of the steering committee will be on December 7, and the goal is to have virtual and hybrid meetings twice a month throughout the process. Stay tuned for more updates!



Connections to Beach Towns is Crucial in Carteret County

Transportation Needs Meetings Continue in DERPO Communities



Meetings in Pamlico County are Ongoing as of right now. STIP/SPOT process. The ultimate goal is to have a more balanced list of potential submittals for SPOT 7.0, especially when it comes to roadway and bike/ped projects.

The meetings are informal chats with both elected officials and town staff and take up to an hour, depending on the specific town's needs. Because of these meetings, she has been apprised of new opportunities available for P7 submittal, and she has made stronger connections with local partners.

Ms. Eversole has been meeting with officials in towns throughout the DERPO region to discuss transportation needs and how best the organization can help meet those needs, particularly through the

To date, she has met with officials in: Vanceboro, Dover, Cove City, Pollocksville, Trenton, Maysville, Oriental, and Vandemere, the latter two being the most recent meetings.

If you would like to schedule a date and time for a meeting with Ms. Eversole, especially if you represent a town in Pamlico County, please contact her with availability.

The study is designed to identify potential passenger ferry routes in Coastal North Carolina.

NCDOT/NC State University Vandemere to Ocracoke Passenger Ferry Study Underway

On Monday, Ms. Eversole met with staff from NCSU and local officials in the town of Vandemere in Pamlico County to study a passenger ferry between the town and Ocracoke Island. Town officials gave a tour of potential sites along the town's waterfront.

tween Hatteras Village and Ocracoke Village. Such a ferry would serve both tourists and commuters, and would be an asset during an emergency event.

base for trips to Ocracoke, accommodations and other businesses could open up in the town to cater to tourists.

The purpose of the study is to identify new passenger ferry routes similar to the existing route be-

A ferry route between Ocracoke and Vandemere would cut travel time for many visitors to the Outer Banks island, especially those coming from the Triangle area. With Vandemere as an alternative home

The results of the study should be released in the next few months and may be used to develop a new ferry route in the future. Stay tuned for more developments on the study!

In Brief:

- The N.C. Association of Rural Planning Organizations held its quarterly meeting on Oak Island October 27-28.
- The US 70/I-42 Commission met in Goldsboro on November 17.
- The N.C. Transportation Summit will be held in Raleigh on January 18-19. Information on attending is attached to this newsletter.
- DERPO has conducted pedestrian counts in both Beaufort (on behalf of NCDOT) and Morehead City (on behalf of the town).
- Ms. Eversole has been serving on the steering committee for the Morehead City Comprehensive Plan; the final committee meeting is December 7.
- A NCDOT Division 2 Construction Report is attached to this newsletter.





Down East Rural Planning Organization

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Serving Carteret, Craven, Jones, and Pamlico Counties.

The Down East Rural Planning Organization exists to serve as an intergovernmental organization for local elected officials, NCDOT, and residents of its four-county region to work cooperatively to address transportation issues and to develop long-range local and regional multi-modal transportation plans to sustain and improve the quality of life for residents of the region and throughout the State of North Carolina.

For more information on DERPO, please contact DERPO Director Becca Joan Eversole at the contact information to your left.

New DERPO Website Up and Running at <http://www.eccog.org/derpo>

Though we are not proud to admit it, DERPO long had one of the worst RPO websites in the state. After a lot of hard work, it now has one of the best.

The new website better matches the overall look and feel of the Eastern Carolina Council website, and has been better organized to serve as an important resource to our members and others.

On our Boards and Meetings page, there is an updated list of TCC and TAC members, and agendas/minutes for past meetings dating back to 2013.

Our Prioritization page will be regularly updated with information on the new STIP and SPOT 7.0, and has DERPO resources dating back to SPOT 3.0.

Our Projects page has regular up-

dates on ongoing STIP projects in the area, such as the Havelock Bypass and the James City improvements to US 70 (future I-42).

The Plans page has updated information and links to on all CTPs in the DERPO region (particularly the ongoing Craven and Carteret CTPs), and links to regional and municipal plans,



About

The Down East Rural Transportation Planning Organization (DERPO) consists of Carteret, Jones, and Pamlico Counties, as well as a portion of Craven County. Rural Planning Organizations (RPOs) were formed to address transportation dollars more effectively to local areas and engage the public in the transportation planning process. DERPO was created in 2002 by a Council of Governments from the Eastern Carolina Council. The Eastern Carolina Council serves as the Lead Planning Agency (LPA) for DERPO and provides administrative staff for the organization. DERPO is one of eighteen such organizations in the state.

RPO Goals and Duties

- Develop long-range local and regional transportation plans (highways, railways, aviation, and ferries) in cooperation with other area planning organizations and the North Carolina Department of Transportation (NCDOT).
- Provide a forum for public participation in the rural transportation planning process.
- Identify and prioritize transportation projects which the RPO believes should be included in the State Transportation Improvement Program (STIP).
- Provide transportation-related information to local governments and other interested organizations and persons.
- Conduct transportation-related studies and surveys for local governments and other interested entities/organizations.



The New DERPO Website Home Page.

such as the 2014 Croatan Regional Bicycle+Trails Plan.

Our Resources page has links to key DERPO documents, such as the Memorandum of Understanding, TCC/TAC Bylaws, etc. There are also links to important NCDOT divisions and other state and regional transportation agencies and associations.

There is also a special page for information on the aforementioned Carbon Reduction Program.

We are proud of how the new website turned out, and we hope that it becomes a useful tool for our partners. The site will be continuously updated and maintained. If there is anything that you would like to see added to the site, do not hesitate to contact Becca Joan Eversole to discuss it further.

Users Guide

[New Search](#)

<p>Contract Number: C203925 Division: 2 TIP Number: B-5938, B-5939 Length: 1.61 miles NCDOT Contact: Brad T. McMannen, PE Location Description: BRIDGE #68 OVER BOGUE SOUND ON SR-1182 (ATLANTIC BEACH CAUSEWAY) AND BRIDGE #6 OVER BOGUE SOUND ON NC-58. Contractor Name: FREYSSINET INC Contract Amount: \$15,271,713.33 Work Began: 02/05/2018 Original Completion Date: 11/30/2020 Latest Payment Thru: 10/31/2022 Latest Payment Date: 11/09/2022</p>	<p>Route: NC-58 County: Carteret Federal Aid Number: NCDOT Contact No: (252)649-6520 Letting Date: 04/18/2017 Revised Completion Date: Construction Progress: 93.54%</p>
<p>Contract Number: C204070 Division: 2 TIP Number: U-5606 Length: 1.344 miles NCDOT Contact: Sarah F. Lentine Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR). Contractor Name: JSMITH CIVIL LLC Contract Amount: \$15,747,596.21 Work Began: 06/02/2022 Original Completion Date: 02/28/2025 Latest Payment Thru: 10/31/2022 Latest Payment Date: 11/09/2022</p>	<p>Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495 Letting Date: 03/15/2022 Revised Completion Date: 07/06/2025 Construction Progress: 11.88%</p>
<p>Contract Number: C204177 Division: 2 TIP Number: R-1015 Length: 10.353 miles NCDOT Contact: Brad T. McMannen, PE Location Description: US-70 (HAVELOCK BYPASS) FROM NORTH OF PINE GROVE TO NORTH OF CARTERET COUNTY LINE. Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC Contract Amount: \$167,243,715.65 Work Began: 09/30/2019 Original Completion Date: 05/13/2024 Latest Payment Thru: 10/22/2022 Latest Payment Date: 10/31/2022</p>	<p>Route: US-70 County: Carteret, Craven Federal Aid Number: NHF-0070(049) NCDOT Contact No: (252)649-6520 Letting Date: 07/16/2019 Revised Completion Date: Construction Progress: 53.35%</p>
<p>Contract Number: C204217 Division: 2 TIP Number: B-4593 Length: 0.284 miles NCDOT Contact: Brad T. McMannen, PE Location Description: BRIDGE #38 OVER TRENT CREEK ON NC-55. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$5,076,017.34 Work Began: 09/06/2022 Original Completion Date: 02/11/2025 Latest Payment Thru: 11/07/2022 Latest Payment Date: 11/16/2022</p>	<p>Route: NC-55 County: Pamlico Federal Aid Number: 0055072 NCDOT Contact No: (252)649-6520 Letting Date: 07/19/2022 Revised Completion Date: Construction Progress: 12.02%</p>
<p>Contract Number: C204225 Division: 2 TIP Number: R-5777A, R-5777B, U-5713 Length: 5.1 miles NCDOT Contact: Wendi O. Johnson, PE Location Description: US-70 FROM THE NEUSE RIVER BRIDGE TO EAST OF THURMAN RD IN JAMES CITY. Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC Contract Amount: \$203,300,000.00 Work Began: 10/22/2019 Original Completion Date: 09/07/2023 Latest Payment Thru: 10/22/2022 Latest Payment Date: 11/14/2022</p>	<p>Route: US-70 County: Craven Federal Aid Number: FEDERAL FUNDED NCDOT Contact No: (252)439-2800 Letting Date: 09/10/2019 Revised Completion Date: 12/17/2024 Construction Progress: 31.6%</p>

Contract Number: C204372 **Route:** SR-1335
Division: 2 **County:** Carteret
TIP Number: B-4863
Length: 0.853 miles **Federal Aid Number:** BRSTP-1335(4)
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: BRIDGE #73 AND #96 OVER THE STRAITS AT HARKERS ISLAND ON SR-1335 (ISLAND RD).
Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC
Contract Amount: \$59,995,745.96
Work Began: 08/30/2021 **Letting Date:** 07/20/2021
Original Completion Date: 10/28/2025 **Revised Completion Date:**
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/08/2022 **Construction Progress:** 50.7%

Contract Number: C204376 **Route:** US-13
Division: 2 **County:** Pitt
TIP Number: B-4786
Length: 0.237 miles **Federal Aid Number:** 0013069
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE.
Contractor Name: W C ENGLISH INCORPORATED
Contract Amount: \$0.00
Work Began: **Letting Date:** 08/16/2022
Original Completion Date: **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: C204414 **Route:** NC-33
Division: 2 **County:** Pitt
TIP Number: B-5301
Length: 0.606 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO R FOLK SOUTHERN RAILROAD ON NC-33.
Contractor Name: CONTI CIVIL LLC
Contract Amount: \$9,574,442.00
Work Began: 10/17/2022 **Letting Date:** 06/21/2022
Original Completion Date: 04/13/2025 **Revised Completion Date:**
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/04/2022 **Construction Progress:** 3.27%

Contract Number: C204434 **Route:** SR-1470
Division: 2 **County:** Craven
TIP Number: B-4484
Length: 0.701 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: BRIDGE 138 AND BRIDGE 139 OVER THE NEUSE RIVER ON SR-1470.
Contractor Name: SANFORD CONTRACTORS INC
Contract Amount: \$13,849,500.00
Work Began: 06/07/2021 **Letting Date:** 02/16/2021
Original Completion Date: 12/12/2024 **Revised Completion Date:**
Latest Payment Thru: 10/22/2022
Latest Payment Date: 10/28/2022 **Construction Progress:** 86.74%

Contract Number: C204459 **Route:** NC-306
Division: 2 **County:** Beaufort, Pitt
TIP Number:
Length: 1.248 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: STRUCTURES #60016, #60027, #60028, AND #60077 IN BEAUFORT COUNTY AND STRUCTURE #730127 IN PITT COUNTY.
Contractor Name: AMERICAN CONTRACTING & SERVICES INC
Contract Amount: \$3,873,721.47
Work Began: 10/17/2022 **Letting Date:** 05/17/2022
Original Completion Date: 06/30/2023 **Revised Completion Date:**
Latest Payment Thru: 11/15/2022
Latest Payment Date: 11/23/2022 **Construction Progress:** 7.34%

Contract Number: C204475 **Route:** SR-1389
Division: 2 **County:** Lenoir
TIP Number: B-5619
Length: 4.544 miles **Federal Aid Number:** BRZ-1389(003)
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: BRIDGES #52 AND #152 OVER THE NEUSE RIVER OVERFLOW ON SR-1389.
Contractor Name: W C ENGLISH INCORPORATED
Contract Amount: \$7,974,094.07
Work Began: 07/27/2021 **Letting Date:** 05/18/2021
Original Completion Date: 01/28/2024 **Revised Completion Date:**
Latest Payment Thru: 11/07/2022
Latest Payment Date: 11/14/2022 **Construction Progress:** 78.5%

Contract Number: C204594 **Route:** US-17
Division: 2 **County:** Beaufort
TIP Number: B-5302
Length: 0.622 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #3 OVER NORFOLK SOUTHERN RAILROAD ON US-17 BUS AND BRIDGE #25 ON US-17 BUS OVER PAMLICO RIVER.
Contractor Name: CATON CONSTRUCTION GROUP INC
Contract Amount: \$11,468,344.30
Work Began: 07/06/2021 **Letting Date:** 04/20/2021
Original Completion Date: 11/11/2023 **Revised Completion Date:**
Latest Payment Thru: 11/15/2022
Latest Payment Date: 11/21/2022 **Construction Progress:** 74.29%

Contract Number: DB00508 **Route:** SR-1114
Division: 2 **County:** Pitt
TIP Number:
Length: 33.06 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: PITT COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$4,749,889.90
Work Began: 06/08/2022 **Letting Date:** 10/27/2021
Original Completion Date: 02/09/2023 **Revised Completion Date:** 03/26/2023
Latest Payment Thru: 09/30/2022
Latest Payment Date: 10/07/2022 **Construction Progress:** 67.28%

Contract Number: DB00510 **Route:** NC-92, SR-1001, SR-1114
Division: 2 **County:** Beaufort
TIP Number: SR-1115, SR-1123, SR-1354
Length: 17.83 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BEAUFORT COUNTY
Contractor Name: FSC II LLC DBA ROSE BROTHERS PAVING COMPANY
Contract Amount: \$3,921,000.00
Work Began: 08/08/2022 **Letting Date:** 04/27/2022
Original Completion Date: 03/14/2024 **Revised Completion Date:**
Latest Payment Thru: 09/30/2022
Latest Payment Date: 10/05/2022 **Construction Progress:** 44.07%

Contract Number: DB00511 **Route:** NC-58, SR-1177, SR-1207
Division: 2 **County:** Carteret
TIP Number: SR-1233, SR-1262, SR-1613
Length: 14.09 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: CARTERETCOUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$3,716,460.49
Work Began: 03/14/2022 **Letting Date:** 09/08/2021
Original Completion Date: 02/09/2023 **Revised Completion Date:** 02/11/2023
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/10/2022 **Construction Progress:** 89.19%

Contract Number: DB00513 **Route:** SR-1299, SR-1312, SR-1493
Division: 2 **County:** Carteret
TIP Number:
Length: 5.45 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: BEAUFORT/CARTERETCOUNTY
Contractor Name: ONSLOW GRADING & PAVING INC
Contract Amount: \$1,498,887.91
Work Began: 05/05/2022 **Letting Date:** 09/22/2021
Original Completion Date: 02/09/2023 **Revised Completion Date:**
Latest Payment Thru: 11/15/2022
Latest Payment Date: 11/22/2022 **Construction Progress:** 71.57%

Contract Number: DB00514 **Route:** NC-43, NC-55
Division: 2 **County:** Craven
TIP Number:
Length: 11.55 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: CRAVEN COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$2,077,818.80
Work Began: 03/26/2022 **Letting Date:** 10/27/2021
Original Completion Date: 02/09/2023 **Revised Completion Date:**

Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/10/2022

Construction Progress: 83.88%

Contract Number: DB00515
Division: 2
TIP Number:

Route: SR-1101
County: Greene

Length: 7.32 miles
NCDOT Contact: Jon Aaron Bullard, PE
Location Description: GREENE COUNTY PRIMARY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$0.00

Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)527-0053

Work Began:
Original Completion Date: 02/15/2025
Latest Payment Thru:
Latest Payment Date:

Letting Date: 09/28/2022
Revised Completion Date:

Construction Progress: 0%

Contract Number: DB00516
Division: 2
TIP Number:

Route: US-258
County: Lenoir

Length: 6.77 miles
NCDOT Contact: Jon Aaron Bullard, PE
Location Description: LENOIR COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$2,686,831.72

Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)527-0053

Work Began: 10/20/2022
Original Completion Date: 12/15/2023
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/03/2022

Letting Date: 05/11/2022
Revised Completion Date:

Construction Progress: 13.36%

Contract Number: DB00517
Division: 2
TIP Number:

Route: NC-11, NC-58
County: Lenoir

Length: 20.3 miles
NCDOT Contact: Jon Aaron Bullard, PE
Location Description: LENOIR COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$4,063,801.90

Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)527-0053

Work Began: 07/19/2022
Original Completion Date: 03/14/2024
Latest Payment Thru: 09/30/2022
Latest Payment Date: 10/05/2022

Letting Date: 04/13/2022
Revised Completion Date:

Construction Progress: 42.11%

Contract Number: DB00518
Division: 2
TIP Number:

Route: SR-1200
County: Pamlico

Length: 4.64 miles
NCDOT Contact: Brad T. McMannen, PE
Location Description: PAMLICO COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$738,595.15

Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)649-6520

Work Began: 09/23/2022
Original Completion Date: 02/08/2024
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/15/2022

Letting Date: 03/09/2022
Revised Completion Date:

Construction Progress: 88.65%

Contract Number: DB00520
Division: 2
TIP Number:

Route: -
County: Pitt

Length: 11.8 miles
NCDOT Contact: Sarah F. Lentine
Location Description: PITT COUNTY
Contractor Name: FSC II LLC DBA ROSE BROTHERS PAVING COMPANY
Contract Amount: \$0.00

Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)830-3495

Work Began: 11/10/2023
Original Completion Date: 11/10/2023
Latest Payment Thru:
Latest Payment Date:

Letting Date: 03/09/2022
Revised Completion Date:

Construction Progress: 0%

Contract Number: DB00522
Division: 2
TIP Number:

Route: SR-1923
County: Beaufort

Length: 0.104 miles
NCDOT Contact: Sarah F. Lentine
Location Description: BRIDGE #37 OVER A SOUTH CREEK ON SR 1923
Contractor Name: T A LOVING COMPANY
Contract Amount: \$1,980,899.00

Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)830-3495

Work Began: 06/13/2022
Original Completion Date: 02/07/2023
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/07/2022

Letting Date: 03/09/2022
Revised Completion Date:

Construction Progress: 66.69%

Contract Number: DB00525 **Route:** NC-24
Division: 2 **County:** Carteret
TIP Number: R-5968BA
Length: 0 miles **Federal Aid Number:** 0024088
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: CAPE CARTERET, CARTERET COUNTY
Contractor Name: TRADER CONSTRUCTION CO
Contract Amount: \$367,600.00
Work Began: 06/14/2022 **Letting Date:** 11/10/2021
Original Completion Date: 11/15/2022 **Revised Completion Date:**
Latest Payment Thru: 09/30/2022
Latest Payment Date: 11/03/2022 **Construction Progress:** 89.88%

Contract Number: DB00526 **Route:** US-264A
Division: 2 **County:** Pitt
TIP Number: R-2250
Length: 0.151 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: US 264A AT SR 1127 (FROG LEVEL ROAD)/ PITT COUNTY
Contractor Name: JYMCO CONSTRUCTION COMPANY INC
Contract Amount: \$944,401.50
Work Began: 05/02/2022 **Letting Date:** 12/08/2021
Original Completion Date: 02/15/2023 **Revised Completion Date:** 03/12/2023
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/07/2022 **Construction Progress:** 44.91%

Contract Number: DB00530 **Route:** SR-1129, SR-1133, SR-1149
SR-1711, SR-1714, SR-1842
SR-1843, SR-1854, SR-1855
SR-1856, SR-1857, SR-1870
SR-1887
Division: 2 **County:** Pitt
TIP Number:
Length: 9.84 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: PITT COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$2,459,632.92
Work Began: 10/24/2022 **Letting Date:** 03/09/2022
Original Completion Date: 02/08/2024 **Revised Completion Date:**
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/07/2022 **Construction Progress:** 22.42%

Contract Number: DB00531 **Route:** SR-1923
Division: 2 **County:** Pitt
TIP Number: B-4607
Length: 0.133 miles **Federal Aid Number:** BRZ-1923(11)
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: BRIDGE NO 43 ON SR 1923 OVER SWIFT CREEK
Contractor Name: SANFORD CONTRACTORS INC
Contract Amount: \$1,550,000.00
Work Began: 08/01/2022 **Letting Date:** 05/25/2022
Original Completion Date: 03/28/2023 **Revised Completion Date:**
Latest Payment Thru: 10/22/2022
Latest Payment Date: 10/28/2022 **Construction Progress:** 74.04%

Contract Number: DB00532 **Route:** SR-1405
Division: 2 **County:** Greene
TIP Number:
Length: 0.238 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: GREENE COUNTY
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$986,363.85
Work Began: 10/24/2022 **Letting Date:** 07/27/2022
Original Completion Date: 06/20/2023 **Revised Completion Date:**
Latest Payment Thru: 11/15/2022
Latest Payment Date: 11/21/2022 **Construction Progress:** 67.12%

Contract Number: DB00533 **Route:** SR-1621
Division: 2 **County:** Craven
TIP Number: BP2-R019
Length: 0.114 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: CRAVEN COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$1,207,249.25
Work Began: 10/10/2022 **Letting Date:** 07/27/2022
Original Completion Date: 06/06/2023 **Revised Completion Date:**
Latest Payment Thru: 11/15/2022
Latest Payment Date: 11/18/2022 **Construction Progress:** 17.12%

Contract Number: DB00535 **Route:** US-264
Division: 2 **County:** Beaufort
TIP Number: HS-2002D
Length: 0.67 miles **Federal Aid Number:** 0264073
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BEAUFORT COUNTY
Contractor Name: CAROLINA EARTH MOVERS INC
Contract Amount: \$692,346.55
Work Began: 07/13/2022 **Letting Date:** 04/27/2022
Original Completion Date: 03/27/2023 **Revised Completion Date:** 03/29/2023
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/07/2022 **Construction Progress:** 38.57%

Contract Number: DB00536 **Route:** SR-1565
Division: 2 **County:** Pitt
TIP Number:
Length: 0.13 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: SR 1565 (S. GRIMESLAND BRIDGE ROAD) OVER CHICOD CREEK
Contractor Name: T A LOVING COMPANY
Contract Amount: \$1,059,780.00
Work Began: 09/14/2022 **Letting Date:** 06/22/2022
Original Completion Date: 05/11/2023 **Revised Completion Date:**
Latest Payment Thru: 10/31/2022
Latest Payment Date: 11/07/2022 **Construction Progress:** 32.33%

Contract Number: DB00539 **Route:** SR-1515
Division: 2 **County:** Lenoir
TIP Number:
Length: 0.152 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: LENOIR COUNTY
Contractor Name: DELLINGER INC
Contract Amount: \$724,883.75
Work Began: 08/31/2022 **Letting Date:** 06/08/2022
Original Completion Date: 04/27/2023 **Revised Completion Date:**
Latest Payment Thru: 11/15/2022
Latest Payment Date: 11/23/2022 **Construction Progress:** 20.69%



The North Carolina
[Department of
Transportation](http://www.ncdot.gov)

Carbon Reduction Program – North Carolina Call for Projects

Due March 17, 2023

The Infrastructure Investment and Jobs Act established a new funding opportunity for projects to reduce carbon dioxide emissions from on-road highway sources. The program includes \$6.4 billion in formula funding for Fiscal Years 2022-2026. The legislation specifies that a portion of the funds must be obligated by population as follows:

- 35% of funds may be obligated to any area of the State
- 65% of funds apportioned to a State for CRP obligated by populations
 - Urbanized areas over 200,000
 - Urbanized areas from 50,000 to 200,000
 - Urbanized areas from 5,000 to 49,999**
 - Other areas less than 5,000**

NCDOT's Transportation Planning Division is administering the funds for the rural areas of the state. TPD is combining FY22 and FY23 allocations for the first call for projects:

- \$4.1 Million** currently available for the 5,000 to 49,999 area (\$2 Million per year)
- \$15 Million** currently available for below 5,000 area (\$7.5 Million per year)

Each RPO can submit up to 12 projects to TPD for scoring and selection:

- 8 projects** in areas of 5,000 or less in population
- 4 projects** in areas with between 5,000 and 49,999 in population

The RPO will develop criteria to determine priority rankings. Municipalities, county governments, tribal governments, and public transit agencies are eligible to apply.

The **minimum project cost is \$100,000**. An additional 10% must be added for NCDOT oversight, and a **20% non-federal local match** is calculated from that total. This is a **reimbursement program** – the local entity will pay for project costs upfront and invoice NCDOT for 80% reimbursement.

RPO staff and TPD will pre-screen all applications to ensure project eligibility. Examples of eligible projects include but are not limited to:

- Construction of new sidewalks
- Transit expansion
- New Transit Operations
- Park and Ride lots, vanpool
- Transit electrification
- Alternative fuel conversions
- Improve traffic flow, reduce idling
- Electric Vehicle Charging
- Upgrade streetlights with energy efficient bulbs

For additional information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

Carbon Reduction Program (CRP) FAQs

1. Will there be a minimum dollar amount for projects?

NCDOT has set a minimum project cost of \$100,000 for construction projects. In the case of purchasing buses or vans for on-demand transit service, the actual cost for the purchase will be accepted. Keep in mind that we must adhere to “Buy America” requirements for all projects including vehicle purchases. Transit vehicle purchases will be flexed to FTA.

Please note: NCDOT will not re-imburse for any charges that occur prior to authorization.

2. Does the project selection process developed by the MPO/RPO need to be approved by the TAC/MPO Board?

NCDOT recommends that the project selection process be approved by the TAC or MPO Board since projects must be added to the STIP.

3. Are there any elements that are required to be part of the process?

FHWA does not require anything beyond ensuring project eligibility for project selection. However, NCDOT will be providing a template for the process. The planning organization will be able to edit the template for what works best for their area. If the project is not on FHWA approved list of eligible projects, documentation of emission benefits is required.

4. What entities are eligible to deliver or implement projects?

Any entity that can enter into a local agreement with NCDOT.

5. Could a NCDOT Division deliver or implement one of these projects on behalf of the local government agency (LGA)?

This is allowable but is up to each individual Highway Division. If the Division Office agrees to deliver the project, the LGA is responsible for providing the non-federal match to the Department and would be responsible for all costs that exceed the total approved funding.

a. If so, would the Division need a portion of the funds to do so?

The cost for the Division to deliver or implement a project would be an eligible project cost.

6. Can an application be submitted for preliminary engineering and environmental only, and construction be applied for in a future year from CRP, STI, or other funding sources?

The funds may be used for preliminary engineering and environmental. In general, it is a undesirable policy to fund projects for PE only with no idea where ROW and construction funds are coming from. Also, keep in mind that environmental documents have a shelf life of one year and must be updated prior to the project going to construction.

7. If a project is funded for engineering or design, does it have to be built in a certain amount of time?

The FHWA “ten-year rule” that requires repayment of PE funds if a project does not advance to construction in 10 years was abolished by IIJA and at this time we don’t have final guidance on this issue. CRP is designed to help the environment by reducing Carbon. So, the goal should be to finish the project in a timely manner to realize the carbon reduction benefits.

8. Can the Carbon Reduction funds be combined with other funding sources such as HSIP, STBG, STBG-DA, TAP, TAP-DA, other federal discretionary grant funded projects, or Transit 5311/5310 projects?

The funds can be combined with other federal sources if eligibility requirements and non-federal match requirements are met for each program. Funds that are used to purchase transit vehicles or support eligible transit operations will be flexed to the Federal Transit Administration and will be required to follow FTA requirements.

Please Note: federal funds cannot be used to match federal funds. If combining funding sources, keep in mind the requirement for local match for each funding source, as applicable.

9. Can money be rolled over for 3 years in order to pool money to do a bigger project?

Per FHWA requirements, CRP funds are available for obligation for a period of 3 years after the last day of the federal fiscal year (September 30) for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.

10. What happens to funds that go unspent?

If a Local Government Agency has not obligated the funds and entered into a local agreement with NCDOT by June 30 of the second year, then NCDOT will rescind the funds and will redistribute the funds through a competitive process, or use the funds for an eligible Division-led project, or use funds on projects in the STIP.

11. Is the 20% match calculated with NCDOT’s 10% in the total project amount, or not?

NCDOT’s costs (estimated to be roughly 10% of overall costs) are eligible to be covered with Federal funds (80%) and non-federal (20%) match. The local entity should include anticipated NCDOT costs in their overall project budget.

For example: If a town estimates a project will cost \$500,000 and is awarded CRP funding (\$400K CRP and \$100K Local), then that funding will be programmed in the STIP. A year later, the project is ready to go to construction and the town estimates that it will now cost \$750,000. The Federal funding is still capped at \$400,000; the remaining \$350,000 would be all Local funds. Please note that the 80% Federal share would not go up and all project costs that exceed the agreement amount are the responsibility of the LGA entering into the agreement.

12. What will the invoicing/reimbursing process be if project was locally led project?

Information about NCDOT traditional reimbursement process is available [online](#).

Steps between the MPO/RPO awarding a project and invoicing are listed:

- Programming in STIP
- Municipal Agreement
- Preliminary Engineering funding authorization (for expenses related to design, environmental work)
- Professional engineering firm procurement (to provide the above deliverables)
- Right of Way funding authorization (for expenses related to ROW acquisition)
- Right of way acquisition (in accordance with the Uniform Act)
- Utility Relocation authorization (for expenses related to utility relocation)
- Utility Relocation
- Final Plans
- Contract Proposal
- Engineer's Estimate
- Construction Funding authorization (which allows the Local to advertise and let a construction contract)
- Construction (per NCDOT guidelines)
- Closeout
- Reimbursement

Local entities may not request reimbursement until an agreement is executed, deliverables provided, and funding authorized, but it may occur throughout the project assuming funding has been authorized and proposed costs approved.

13. Does the entity have to have 100% of the project funds on hand in order to start the project?

Yes, all projects are based on reimbursement. Therefore, the contracting entity needs to have funding available upfront to pay their contractors prior to seeking reimbursement for each phase of the project.

- 14. Does NCDOT have any intention of transferring CRP funds to another program “transferability to other federal-aid supported programs” as mentioned in the fact sheet?**

Decisions about transferring carbon funds to other programs will be made each year based on several factors. One of the key factors in this decision will be the ability of local entities to deliver their projects in a timely manner.

- 15. Can a Transportation Demand Management Plan be used as a guide for funding projects in an area if the projects are eligible?**

Yes, if your planning organization agrees to this process.

- 16. What is TPD's plan with the remaining 35% of the funds? Can POs apply for these funds?**

All eligible projects will be considered.

- 17. Can more information be provided about the process?**

For more information about the program, review [FHWA Carbon Reduction Guidance](#), watch the recorded FHWA [webinar](#) , or contact Nastasha Earle-Young at nbearle-young@ncdot.gov or Heather Hildebrandt at hjhildebrandt@ncdot.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION**: Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

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- A. **DEFINITIONS**
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- D. **GOVERNING AUTHORITIES**
- E. **FUNDING**
- F. **CARBON REDUCTION STRATEGIES**
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- H. **DAVIS-BACON ACT REQUIREMENTS**

A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

- 1. Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

- 3. Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

- 4. Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ See also FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

- 5. ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

- 6. Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

- 7. Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- 8. Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

- 9. Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

- 1.** Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State’s initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA’s Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State’s Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State’s Long-Range Statewide Transportation Plan (LRSTP), the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- 4. Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State’s process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

- 1. General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

- 3. Eligible Activities:** Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):
- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
 - C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
 - F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
 - H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - I. efforts to reduce the environmental and community impacts of freight movement;
 - J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.

DERPO Carbon Reduction Program Pre-Application Submittal Form

Please complete this form prior to submitting an application for any potential projects your area is considering. DERPO staff will verify eligibility with NCDOT Transportation Planning Division based on the information provided and respond accordingly.

Applicant Name (Local Government or Organization):

Contact Person and Title:

Contact Person email:

Project Name:

Project Description:

Explain how the project would reduce carbon emissions:

What is the estimated project cost?

Does the project require right-of-way acquisition?

Yes

No

Is the project included in an adopted plan? If yes, provide name and date of plan.

Yes

No

Has any work been completed for the project?

Feasibility Study

Conceptual Design

Preliminary Engineering

Environmental Documentation

Other

Does the applicant have the resources to pay projects costs upfront and apply for 80% reimbursement? A 20% non-federal match is required.

Yes

No



RPO CRP PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED. PLEASE ONLY FILL OUT THE SECTIONS THAT PERTAIN TO THE PHASE YOU ARE CURRENTLY IN.

1 RPO/MPO/NCDOT Unit NAME(S)

--

2 TOWN & COUNTY NAME

--

3 PROJECT SPONSOR INFORMATION

Organization	
Contact Name	
Contact Title	
Address	
Telephone	
E-Mail	

4 PROJECT INFORMATION

Include location of the project in the description box below, such as road name, address.

Title			
Description			

Existing STIP?		If yes, STIP ID?		Population of the Area Being Served	
----------------	--	------------------	--	-------------------------------------	--

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

Input information **ONLY** for the phase for which you are requesting funds.

- CRP projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2023 is from July 1, 2022, through June 30, 2023.
- Cost estimates should include contingency fee, NCDOT admin fee, and inflation cost (as applicable).
- Minimum 20% match is required for all projects.
- Minimum amount of \$100,000 required.
- Project sponsor is responsible for any overage amount.

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Check box if this project is eligible for state match.

Phases(s)	CRP Amount	Matching Amount	Total	FY
Planning, Engineering & Design				
Right-of-Way				
Construction				
Operation				

	Transit Implementation				
	Non-transit Implementation				
	Other:				
Project Total					

6 LIST THE SOURCE(S) OF MATCHING FUNDS

GENERAL PROJECT INFORMATION

7 SELECT CRP-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

Alternative Fuels	Transit Improvements
Freight/Intermodal	Congestion Relief & Traffic Flow Improvements
Bicycle/Pedestrian Facilities & Programs	Transportation Control Measures
Intelligent Transportation Systems	Diesel Engine Retrofits
Carbon Reduction Strategy Development	Travel Demand Management
Micro-mobility	Electronic Toll Collection
Carpooling & Vanpooling	Truck Stop Electrification System
Port Electrification	Energy Efficiency Improvements
Congestion Management Technologies	Other

If "Other" please describe:

8 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED

New facilities associated with a service increase	New vehicles used to expand the transit fleet
Operating assistance for new service (limit three years)	Fare subsidies

9 EMISSIONS REDUCTION CRITERIA

Only fill out the information that applies to your project. For more information about this section, view the [CMAQ Emissions Calculator Toolkit](#).

Alternative Fuel Vehicles & Infrastructure

Annual Vehicle Miles Traveled (VMT)	
Number of Vehicles	
What type of vehicle(s) are you replacing?	
Odometer reading of the vehicle you are replacing	
Model year of vehicle(s) are you replacing?	
What conventional fuel are you replacing?	GASOLINE DIESEL FUEL
What is the model year of the alternative fuel vehicle(s) to be purchased?	
What alternative fuel will your new vehicle(s) use?	
Annual number of charging stations	
Number of ports per charging station	
Kilowatt hours	

Bicycle & Pedestrian Improvements

Current roadway annual average daily traffic (AADT)	
Length of proposed facility and map	

Carpooling & Vanpooling

Which program is being evaluated?	CARPOOL	VANPOOL
Are the pick-up drop off locations centralized?	YES	NO
What is the average distance participants drive to the central locations? (Roundtrip Miles)		

What is the population of commuting workers?				
What is the number of vehicles participating in the pooling program?				
On average, how many passengers are there per carpool/vanpool vehicle? (Driver not included)				
What is the average commute distance? (Roundtrip Miles)				
What vehicle type is used in the vanpool?				
	MINI VAN		VAN (8,500<GVW<10,000 LB)	VAN (10,000<GVW<14,000 LB)
What fuel type is used by the vanpool vehicle(s)?				
	GASOLINE		DIESEL FUEL	COMPRESSED NATURAL GAS ELECTRICITY
What is the model year of the vanpool vehicle(s)?				
10 SUBMIT				
1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT 2) Submit eligibility form as single PDF document to nbearle-young@ncdot.gov				

Helpful Tips

- Contact your transit provider when filling out the application for any transit related vehicle questions.
- When filling out the application for a transit vehicle, make sure to fill the section on alternative fuel vehicles and infrastructure.
- Contact your fleet manager or the person who handles purchases of work vehicles for alternative fuel vehicles that you are purchasing for government use.
- When filling out the section on carpooling and vanpooling, contact your transit provider.
- Alternative fuel vehicle options available are cleaner diesel, biodiesel, dual fuel, electric, hydrogen, natural gas, and propane.
- If you are interested in going diesel to diesel, contact Nastasha Earle-Young at nbearle-young@ncdot.gov before submitting application.
- Note electric charging stations must be publicly accessible in order to be eligible for funding.
- When developing a map to show the location of a project, make sure to include a scale, north arrow, street names, and names of major destinations (schools, churches, restaurants, shopping, and transit facility) around the project.
- If you are applying for a charging station, fill out the number of ports, kilowatt hours in the alternative fuel vehicles and infrastructure section of the application. Additional information can be found for similar charging stations at [plugshare.com](https://www.plugshare.com).
- *Construction Contingency* refers to a percentage of money reserved to cover unanticipated construction costs or delays not identified in the budget or scope of work for the project.
- Add the contingency fee to the cost estimate prior to adding the 10% NCDOT admin fee.

IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW



— Program Background

In July 2022, the North Carolina Department of Transportation (NCDOT) was allocated \$2 million in one-time funding from the North Carolina General Assembly to establish a Paved Trails Feasibility Study Program. The Integrated Mobility Division (IMD) was also awarded \$500,000 in State Planning and Research (SP&R) funds to support sidewalk and shared-use path feasibility studies. The purpose of the Paved Trails and Sidewalk Feasibility Studies Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multimodal infrastructure. This document is intended to guide grant applicants in understanding the purpose of a feasibility study, informing of project deliverables, and identifying the types of projects for which they can apply.

For responses to frequently asked questions, please visit: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>

— Who Can Apply?

The following governmental entities and non-profit organizations can apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Any municipality or county within North Carolina
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in North Carolina
- Bicycle, pedestrian, and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies

Due to limited funding, the following entities are ineligible to apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Colleges or universities
- Other entities such as Business Improvement Districts

Applicants must re-apply each year to be considered within the current grant cycle. Please note that all applications and relevant documents will be accepted online at the program [webpage](#).



— What is a Feasibility Study?

Feasibility studies bridge the gap between conceptual planning and programming of projects. They build upon higher-level planning efforts and take a comprehensive approach to identify possible route alternatives of multimodal corridors. The purpose of this type of study is to evaluate the technical feasibility of a project from a design, permitting, and constructability perspective. Input solicited from the local community and stakeholders help guide the development of recommended routes. Project types include paved trails, shared-use paths, sidepaths, greenways, and sidewalks. It is important to note that a feasibility study does not present a final design for construction.

The purpose of the Paved Trails and Sidewalk Feasibility Study Grant Program is to improve the pipeline of multimodal projects to access to state and federal funding. The feasibility study program will produce well-conceived projects with demonstrated community support that will be competitive in the State Transportation Improvement Program (STIP) and for federal investment. Quantity-based preliminary cost estimates will be generated for route alignments to help inform further decision making, identify funding needs, and develop next steps for project implementation.

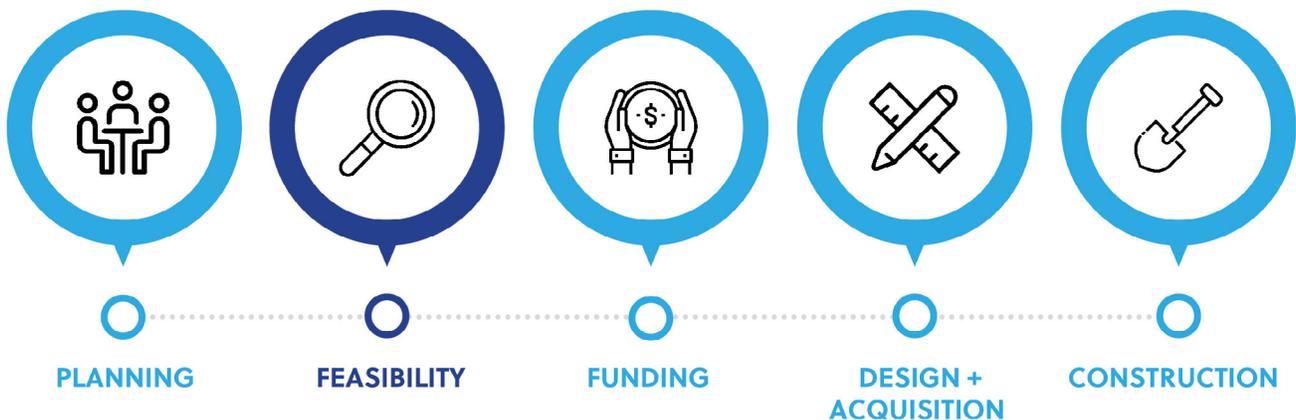
How Does a Feasibility Study Help Your Community?

While a comprehensive bicycle and pedestrian plan provides an overall framework for development of multimodal facilities, it is only the first step in a larger process. As a living document, recommendations and priorities outlined in a plan may evolve with changing development pressures, funding opportunities, and community growth trends. A community may need to conduct feasibility studies to understand the environmental conditions, routing challenges, and costs of priority corridors. Feasibility studies provide jurisdictions with the ability to examine routing alternatives, develop detailed cost estimates of preferred routes, partner with stakeholders to acquire corridors; program projects in the State Transportation Improvement Program (STIP) to receive design and construction funds; and advance projects to compete for federal investment. This detailed analysis allows design and right-of-way acquisition to be finalized, which is followed by construction. The bulleted text and infographic on the following page illustrate the steps in the planning-to-implementation process:



IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW

- **Planning:** Types of plans consist of Comprehensive Transportation Plans, Metropolitan Transportation Plans, multimodal network plans, or bicycle and pedestrian plans. Plan elements include an existing conditions analysis, community engagement, the development of a comprehensive bicycle and pedestrian network, and the selection of priority projects.
- **Feasibility:** Types of feasibility studies consist of an analysis of various project corridors such as paved trails, shared-use paths, sidepaths, greenways, and sidewalks. Study elements include environmental analysis, route alignment analysis, community engagement, cost estimates, and an implementation action plan.
- **Funding:** Elements of this phase include submitting a project through the Strategic Transportation Investments (STI) prioritization process to be programmed into the State Transportation Improvement Program (STIP), applying for a federal grant such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE), applying for funding allocated at the regional level such as Locally Administered Projects Program (LAPP) or other discretionary funding through a Metropolitan Planning Organization (MPO), or allocating local funding sources.
- **Design + Acquisition:** Elements of this phase include environmental documentation, community engagement, 30% design, full design, right-of-way authorization, and land acquisition and easements.
- **Construction:** Elements of this phase include permitting, bidding and procurement, community engagement, and construction of the bicycle and pedestrian facility.



IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW

When to Choose this Type of Study:

Feasibility studies provide guidance for communities as they advance priority projects developed through a comprehensive planning process. A jurisdiction may pursue a feasibility study to analyze route alternatives, develop detailed cost estimates, and determine the preferred alignment for a paved trail or sidewalk corridor. A jurisdiction that is interested in developing a comprehensive bicycle, pedestrian, or transit network should consider pursuing a bicycle and/or pedestrian plan or multimodal network plan through the [Multimodal Planning Grant Program](#).

Feasibility Study Project Deliverables:

- Recommended routes for a paved trails or sidewalk corridor.
- Design guidance, typical sections, intersection and road crossing treatments, trail/sidewalk amenities for the preferred route alignments.
- Cutsheets for preferred route alignments with detailed cost estimates, potential land acquisition needs, potential permitting needs, needed structures, and potential bicycle, pedestrian, and transit connections.
- Implementation strategies detailing partner roles, project phasing, funding resources, maintenance resources, and an action plan detailing implementation tasks through a 10-year project development horizon.

Feasibility Study Eligibility Criteria:

- North Carolina municipalities and counties, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and bicycle, pedestrian and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies are eligible to apply for the Paved Trails and Sidewalk Feasibility Study Grant Program.
- The proposed project must be identified in a locally/regionally adopted plan.
- A local match is not required but may be a factor in a competitive grant cycle.



IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW

— What is the Right Sized Study for the Project?

Project budgets are contingent upon corridor context and complexity. These guidelines are provided to help determine the scale of the project. The development of a small-scale study will differ from that of a large-scale study. The following should be considered in the development of a study:

- Cost
- Number of route alternatives
- Mileage range
- Jurisdictional range
- Corridor constraints
- Community and stakeholder engagement expectation

	SMALL-SCALE FEASIBILITY STUDY	LARGE-SCALE FEASIBILITY STUDY
COST	\$60,000 - \$80,000	\$80,000 - \$120,000+ Significantly more complex and extensive corridors may result in a higher plan cost
NUMBER OF ROUTE ALTERNATIVES	Up to 4 alternatives to be evaluated	Greater than 4 alternatives to be evaluated
MILEAGE RANGE	¼ mile to 3 miles	3 to 15+ miles
JURISDICTIONAL RANGE	Up to 2 jurisdictions along the corridor	2+ jurisdictions along the corridor (may require additional jurisdictional meetings/coordination)
CORRIDOR CONSTRAINTS	Minimal utilities Moderate topography Smaller FEMA studied streams (creeks and streams) Moderate roadway characteristics constraints (minor road crossings, moderate to high traffic volumes, moderate to high-speed limits)	Rail corridors/crossings Significant roadway characteristic constraints (controlled access roadways, major road crossings, high traffic volumes, high speeds) Larger FEMA studied streams (major water bodies – rivers, lakes) Moderate/significant utilities Significant topography
COMMUNITY + STAKEHOLDER ENGAGEMENT EXPECTATION	3 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 4 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)	4-5 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 8 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)



— Selection Criteria

The selection of grant awardees for the Paved Trails and Sidewalk Feasibility Study Grant Program will be based on a competitive review process. However, an effort will be made to award grants based not only on the merit of the proposal but to achieve statewide geographic distribution as well. Consideration will be given to funding a cross-section of community types to ensure that projects are equitably distributed across the state.

The following selection criteria are proposed for the program and will affect project scoring:

- **How well the grant proposal addresses questions and key prompts listed in the application** - This criterion is the most important piece of the selection process. The following should be considered before applying to the Paved Trails and Sidewalk Feasibility Studies Grant Program:
 - **Study Corridor Considerations** – The scale of a project will influence the cost, number of route alternatives, mileage range, jurisdictional range, corridor constraints, and expectations for community and stakeholder engagement. Please refer to the section above to identify a scale that is appropriate for your project.
 - **Community Need** – Consider if your project has been included in an adopted plan. Also consider the outcomes of previous engagement efforts centered around your project.
 - **Proposed Community Engagement Strategies** – Community engagement should take place throughout the duration of a project and especially before any transportation decisions are made. Engagement and outreach should be inclusive and aim to educate and communicate the needs of the project, as well as its impacts on the community. Additional information on engagement standards and resources may be accessed in [NCDOT's Public Involvement Practitioner's Guide](#) and the [Statewide Public Involvement Plan](#).
 - **Project Management Experience/Project Implementation** – Consider who is best suited to lead your grant application. This may be a jurisdiction that is already familiar with the project or may assume maintenance responsibilities following future construction. It is important to note that successful project implementation will require collaboration and coordination with various entities to see a project successfully implemented.
- **Geographic Location** – NCDOT will support the equitable distribution of projects across the state.
 - **Inclusion in the Great Trails State Network** – IMD encourages jurisdictions to submit a project that has been identified as part of the statewide trails network. To determine if your project is part of the Great Trails State network, click on the following link to view an interactive ArcGIS webpage of the network: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=daecddb2e6374981b3ed122305d2baf5>.



IMD FEASIBILITY STUDY GRANT PROGRAM OVERVIEW

- **The extent to which the project may be able to mitigate transportation disadvantage**
 - IMD encourages jurisdictions to submit a project that may provide improved mobility in areas of potential transportation disadvantage. To support this evaluation, applicants may choose to use NCDOT's Environmental Justice (EJ) and Transportation Disadvantage Index Tool: <https://connect.ncdot.gov/projects/planning/Pages/EJ-TDI-maps.aspx>.
- **Inclusion of a local match** – A local match may be considered as part of the selection process in a competitive grant cycle.

— Grant Award Process

During the initial application screening, IMD staff will conduct a preliminary review of all applications for completeness and general appropriateness. Following the preliminary review, eligible proposals will be reviewed by IMD staff with support from individuals with professional experience in developing, administering, and/or implementing paved trails and sidewalk feasibility studies. Recommended proposals will be forwarded to the NCDOT Board of Transportation for final approval. It is anticipated that the Board of Transportation will approve the selected jurisdictions in late winter / early spring 2023.

Firm Selection

NCDOT will utilize prequalified on-call firms to prepare the studies. NCDOT will administer all payments to the consultant preparing the study. The planning process will begin once NCDOT has assigned a consultant to the project and negotiated the study's cost.

Agreements for Jurisdictions Providing a Local Match:

The jurisdiction will submit a lump sum of their matching funds for this project with the signed agreement. NCDOT will then administer all payments to the consultant preparing the study. The study process will begin once (a) the agreement is executed, and a local match is received and (b) NCDOT has assigned a consultant to the project and negotiated the study's cost.



— Eligible Projects Defined

- **Paved Trail:** Paved trail surfaces such as asphalt or concrete offer greater accessibility to accommodate bicyclists, pedestrians, and other non-motorized users of all ages and abilities. Asphalt pavement tends to be the most popular and cost effective for paved trails. Concrete pavement is more durable, but it typically costs more than asphalt pavement. Paved trails are typically 10-feet wide or greater can also be known as a “shared-use paths”, “greenways” or “sidepaths” depending on site context.
 - **Shared-Use Path:** A facility, which should be designed to meet ADA Standards, which may be used by bicyclists, pedestrians, and other non-motorized users. Shared-use paths are separated from the roadway by an open space or a physical barrier or within an independent-right-of-way and can also be known as a “multi-use trail”, “multi-use path” or “greenway.”
 - **Greenway:** A greenway provides a travel area separated from motorized traffic for bicyclists, pedestrians, and other non-motorized users. These facilities generally follow corridors of undeveloped land preserved for recreational use or environmental protection. These corridors are often utilized as buffers since they often separate and protect the natural environment from the built environment.
 - **Sidepath:** A specific type of facility, which should be designed to meet PROWAG standards, that is physically separated from the road but still located within the roadway right-of-way.
- **Sidewalk:** The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks are generally narrower than paved trails and are usually constructed of concrete pavement or pavers.



The following document outlines the expected content for the development of NCDOT-funded feasibility studies for bicycle and pedestrian facilities (such as greenways, shared-use paths, sidewalks, bicycle lanes, separated bicycle lanes, sidepaths, trails, etc.). Each NCDOT-funded feasibility study may vary in size and scope, depending on the various factors of analysis required and the depth of planning work previously completed for the project. As such, not all content items shown below will be applicable to every study.

It is anticipated that projects for feasibility studies will have been previously identified in adopted bicycle and pedestrian plans. It is preferred the study report is developed in a more condensed manner, with appropriate text/information provided in charts/figures where possible.

— Cover

— Acknowledgements

— Table of Contents

— Executive Summary

Provide a brief overview of study background, community context, process/methodology, evaluation considerations, and recommendations including implementation/cost information. The summary may include items such as a map of proposed alignment, typical section graphic, photos, renderings, etc. The executive summary should be able to serve as a 1- to 2-page standalone document summarizing key takeaways from the study.

— Introduction

- Provide study background which may include purpose and need, description of project location, limits of study area, etc.
- Discuss study guiding principles: vision, goals, and/or objectives.
- Provide study process overview and project schedule.
- Summarize relevant prior studies and plans and briefly describe what role the project may play in the context of regional connectivity. List prior recommendations specific to this project.
- Describe benefits of the project specific to the community including mobility/connectivity, safety, health, quality of life, environmental, economic, equity, and accessibility etc.



— Study Considerations & Alternatives Development

Study Considerations

- Discuss relevant planning level considerations for the study area, which may include summaries of the following:
 - Demographics (population density, population change, race/ethnicity, households with children, senior population, median household income, households below the poverty level, areas of persistent poverty, renter-occupied households, low-income homeowners, persons with a disability, households with zero vehicles, commuter characteristics, etc.)
 - Existing and future land uses
 - Major employers and primary commuter routes
 - Desired destinations and other points of interest
- Discuss natural environment considerations for the study area, which may include:
 - Threatened and endangered species
 - Coastal and jurisdictional wetlands, rivers/streams/creeks, and other surface waters; include applicable local, state, and federal buffer ordinances/regulatory requirements
 - Hydrology and hydraulics (FEMA floodplain, etc.)
 - Managed natural areas (tree canopy/conservation areas, nature preserves, waterfowl impoundments, etc.)
 - Topography/terrain
- Discuss human environment considerations for the study area, which may include:
 - Transportation context/existing and planned infrastructure inventory, which may include roadways (typical geometry, traffic volumes, speed limits, signalized and unsignalized intersections, driveways, crash data, etc.); bridges (vehicular and pedestrian); bicycling facilities and pedestrian networks (bicycle lanes, sidewalks, greenways/trails, crosswalks, crash data, etc.); transit (routes and stops); and rail (freight and commuter).
 - Utilities (publicly and privately-owned) – observable/field walks
 - Adjoining/surrounding area projects (relevant programmed/funded STIP, HMIP, and CIP projects and projects in design or under construction that may influence the study).



- Real estate/land acquisition which may include existing right-of-way (roadway, rail, etc.); utility easements (private/public); government-owned/public lands; conservancy-owned lands; and land use/rezoning petitions.
- Operational impact to adjacent businesses/landowners
- Items of cultural or historical significance
- Brownfields/known contamination sites
- Conduct field observations to inventory conditions as a basis for planning. Field observations should include a site review of the transportation context, utilities, topography/terrain, surrounding land use, wetlands, rivers/streams, creeks, and other surface waters, etc.

Alternatives Development

- Provide selected design criteria and desired typical section information to be used when developing alternatives.
- The overall project corridor may be divided into segments or key areas as necessary. Describe opportunities and constraints associated with each area (including photos/maps) and develop alignment alternatives within each segment/area.
 - Provide an overall map showing the alignment alternatives.
 - Provide a summary table of segment alignment alternatives including segment ID/name, short description, length, cost considerations and summary of challenges/opportunities associated with each.
- Identify and discuss potential connections and access areas (such as trailheads, etc.)
 - Provide an overall map showing these connections/access areas.
 - Provide a summary table of connections/access areas including ID/name, short description, length/size, cost considerations and summary of challenges/opportunities associated with each.
- Summarize results of preliminary modeling that may have been performed, which may include:
 - Hydraulic/flood modeling to determine impacts to the floodplain, approximate bridge spans and understand permitting implications (no-rise vs. CLOMR/LOMR)
 - Grading/corridor modeling to verify longitudinal grades meet accessibility requirements and determine preliminary earthwork (borrow/surplus) for cost estimating purposes.
 - Traffic modeling to determine impacts to vehicular traffic (level of service, delay) for road diet alternatives.



— Community Involvement

- Note prior community involvement conducted in previous planning efforts relevant to this project. The extent of previous community involvement efforts will inform engagement needs for the study.
- Describe community involvement goals/objectives, process, outreach efforts, and schedule in a community engagement plan.
- Identify project stakeholders and/or organizations represented on the steering committee, and describe any other outreach performed (landowners, etc.).
- Briefly summarize public engagement results from steering committee meetings, public meetings, and/or surveys. Provide key takeaways and describe how public engagement informed the study recommendations. Additional details or supplemental materials may be included in the appendices, as necessary.

— Evaluation & Recommendations

- Identify and map alternatives for evaluation. Alternatives may consist of multiple alignments options (various combinations of the segment alternatives previously developed) and/or different typical sections along the same alignment.
- Develop methodology for evaluation of alternatives, including development of evaluation criteria (qualitative and quantitative). Evaluation criteria should consider bicycle and pedestrian quantitative criteria for STI Prioritization, which include user safety, connectivity, demand/density, and cost. Evaluation criteria may also include, but are not limited to, the following: right-of-way/property impacts; flood study impacts; utility impacts; structures required (bridges/boardwalks/retaining walls); user experience; construction complexity; public input; maintenance requirements; and schedule (how quickly the project can be constructed and put into service).
- Evaluate alternatives and provide a decision matrix table showing the scoring relationships between the alternatives for the evaluation criteria.
- Provide recommendation and justification for preferred alternative including alignment, typical section(s), road crossing treatments, access points including trailheads/parking and connection trails (as applicable). Discuss recommended trail amenities, placemaking opportunities, wayfinding, potential branding, and any other design elements. If applicable, discuss interim vs. long-term recommendations.



Implementation

- Provide overview of implementation strategy and tools and identify next steps.
- Discuss potential project phasing scenarios as applicable (may include prioritization, opportunities for pilot projects/interim solutions, and any other timeline considerations)
- Provide project cut sheet(s) for recommended alternative (if phasing is recommended, include a cutsheet for each phase). Cutsheets may include an alignment map; brief description; typical sections; renderings; accessibility/connectivity (points of interest and connection points); demand/density (number of households and employees within project study area); potential permitting needs; potential right-of-way/easement acquisition needs (estimated area needed, number of impacted parcels, number of impacted property owners); and estimated cost information (current year construction cost, escalated construction cost for anticipated build year, right-of-way cost based on tax appraisal values, design services cost, construction engineering and inspection services cost, and total budget recommendation). Cutsheets should be suitable for communities to use in the Strategic Prioritization Process (SPOT) prioritization, CIP budgeting and/or pursuit of bond funding.
- Discuss organizational framework for implementation in an action plan, including tasks/next steps, lead agencies, key partners for collaboration, task dependencies, resources needed, and timeframe for implementation.
- Identify potential funding sources and describe any relevant requirements associated with each (local match requirement, eligibility criteria, etc.)
- Discuss potential management and maintenance considerations, which may include maintenance schedule; responsibilities; and potential programming opportunities.



— Appendices

- Provide additional details/supplemental information relevant to the study, which may include the following:
 - Detailed costs (detailed cost estimates using unit costs from similar project bid tabs/ NCDOT bid averages, P6.0 Estimation Tool, etc.)
 - Additional public involvement information (survey results, comment forms, public presentations, key person/stakeholder interviews, landowner letters, design charette notes, etc.)
 - Signed resolutions/letters of support
 - Detailed mapping/design concepts (conceptual design plans/profiles/renderings)
 - Similar case studies
 - As-builts and inspection reports (existing bridges, etc.)
 - Excerpts of design/construction plans for relevant adjacent projects
 - Regulatory information (FERC, stream buffer rules, stormwater ordinances, etc.)
 - Legal assessments/deed research
 - Example agreements (easement, rail with trail, etc.)
 - Environmental review documentation
 - Preliminary acquisition and easements need (tabular summary of impacted parcels)
 - Traffic impact analysis
 - Utility impact assessment
 - Hydraulics information (FEMA maps, preliminary hydraulic modeling results, etc.)
 - Design guidelines / construction standard details
 - Rezoning petition site plans
 - Funding source information
 - SPOT scoring component resources



— Checklist for IMD Feasibility Studies

Each NCDOT-funded feasibility study may vary in size and scope, depending on the various factors of analysis required and the depth of planning work previously completed for the project. The following checklist provides guidance for project managers on the essential components of each study, regardless of project scope.

Project Manager Checklist:

Introduction

- Overview and Study Goals
- Study Process and Project Schedule
- Summary of Relevant Prior Studies and Plans
- Project Benefits

Study Considerations + Alternatives Development

Study Considerations

- Planning Level Considerations applicable to the study
 - Relevant Data Charts
 - Relevant Existing Conditions GIS Data and Maps
- Natural Environment Considerations applicable to the study
 - Relevant Existing Conditions GIS Data and Maps
- Human Environment Considerations applicable to the study
 - Relevant Existing Conditions GIS Data Maps
 - Summary Table and Map of relevant programmed/funded STIP, HMIP, and CIP projects in the study area
- Summary of Field Observations

Alternatives Development

- Design Criteria and Typical Section Information
- Summary Table and Map of Alignment Alternatives
- Opportunities + Constraints Analysis



Community Involvement

- Summary of prior community engagement conducted in previous planning efforts relevant to the study
- Community + Stakeholder Engagement Plan (if further engagement is required)
- Summary of Community Engagement Results

Evaluation + Recommendations

- Route Alternatives for Evaluation
- Summary of Evaluation Criteria for Alignment Alternatives (Evaluation criteria should consider bicycle and pedestrian quantitative criteria for STI Prioritization)
- Decision Matrix + Scoring
- Preferred Alignment Recommendations Summary and Map

Implementation

- Summary of Implementation Strategies
- Project Cut Sheets for Preferred Alignment (Cut sheets should include alignment map, typical sections, renderings, accessibility/connectivity points, demand/density points, potential permitting needs, potential right-of-way/easement acquisition needs, cost estimates, and implementation partners.)
- Partner Roles
- Action Plan Table
- Funding Resources (Highlight key funding opportunities most applicable to the implementation of the project)
- Maintenance Considerations

Appendices

- Funding Resources (Provide a comprehensive list of funding opportunities available)
- Design Resources
- Detailed Cost Information (Use unit costs from similar project bid tabs/NCDOT bid averages, SPOT Cost Estimation Tool, etc.)
- Additional Community Engagement Information
- SPOT Scoring Components Resources



— What is the difference between the Paved Trails and Sidewalk Feasibility Study Grant Program and the Multimodal Planning Grant Program?

Feasibility Study Grant Program

Feasibility studies bridge the gap between conceptual planning and programming of projects. They build upon higher-level planning efforts and take a comprehensive approach to identify possible route alternatives of multimodal corridors. The purpose of this type of study is to evaluate technical feasibility of a project from a design, permitting, and constructability perspective. Input solicited from the local community and stakeholders help guide the development of recommended routes. Project types include paved trails, shared-use paths, sidepaths, greenways, and sidewalks. It is important to note that a feasibility study does not present a final design for construction.

The purpose of the Paved Trails and Sidewalk Feasibility Study Grant Program is to improve the pipeline of multimodal projects to access to state and federal funding. The feasibility study program will produce well-conceived projects with demonstrated community support that will be competitive in the State Transportation Improvement Program (STIP) and for federal investment. Quantity-based preliminary cost estimates will be generated for route alignments to help inform further decision making, identify funding needs, and develop next steps for project implementation.

Multimodal Planning Grant Program

The Multimodal Planning Grant Program was created by the Integrated Mobility Division (IMD) and the Transportation Planning Division (TPD) in January 2004. The program encourages municipalities to develop comprehensive multimodal, bicycle, and pedestrian plans. A comprehensive multimodal, bicycle, or pedestrian network plan allows a municipality to set a vision for multimodal transportation in their community, plan for a multimodal network, and identify priority multimodal projects in addition to policy recommendations. Please note that a community can apply for only one type of plan in an individual grant cycle.



IMD FEASIBILITY STUDY GRANT PROGRAM FREQUENTLY ASKED QUESTIONS

— What facilities are eligible for the Paved Trails and Sidewalk Feasibility Study Grant Program?

The following facilities are eligible for the Paved Trails and Sidewalk Feasibility Study Grant Program:

- **Paved Trail:** Paved trail surfaces such as asphalt or concrete offer greater accessibility to accommodate bicyclists, pedestrians, and other non-motorized users of all ages and abilities. Asphalt pavement tends to be the most popular and cost effective for paved trails. Concrete pavement is more durable, but it typically costs more than asphalt pavement. Paved trails are typically 10-feet wide or greater can also be known as a “shared-use paths”, “greenways” or “sidepaths” depending on site context.
 - **Shared-Use Path:** A facility, which should be designed to meet ADA Standards, which may be used by bicyclists, pedestrians, and other non-motorized users. Shared-use paths are separated from the roadway by an open space or a physical barrier or within an independent-right-of-way and can also be known as a “multi-use trail”, “multi-use path” or “greenway.”
 - **Greenway:** A greenway provides a travel area separated from motorized traffic for bicyclists, pedestrians, and other non-motorized users. These facilities generally follow corridors of undeveloped land preserved for recreational use or environmental protection. These corridors are often utilized as buffers since they often separate and protect the natural environment from the built environment.
 - **Sidepath:** A specific type of facility, which should be designed to meet PROWAG standards, that is physically separated from the road but still located within the roadway right-of-way.
- **Sidewalk:** The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks are generally narrower than paved trails and are usually constructed of concrete pavement or pavers.

— Can counties, regional governments, or non-profit organizations apply for funding?

The following governmental entities and non-profit organizations can apply to the Paved Trails and Sidewalk Feasibility Study Grant Program: municipal governments, county governments, regional governmental agencies (MPOs/RPOs), and non-profit organizations (bicycle, pedestrian, and transit advocacy organizations, Friends-of-the-Trail groups, land conservancies with 501(c)(3) designation). Please note that this excludes universities/colleges and other organizations such as Business Improvement Districts.



— Can the funding be used to develop a bicycle and pedestrian feasibility analysis in other municipal/county study or planning efforts?

Any feasibility study developed with these funds must focus on a stand-alone paved trail path or sidewalk project. While NCDOT encourages the inclusion of a bicycle and pedestrian feasibility analysis in local and regional transportation plans or corridor studies, greenway, and open space plans, etc., requests for funding to develop such elements are not within the scope of this grant.

— Does this grant program fund design or construction of paved trails or sidewalks?

These funds are made available for the development of feasibility studies for paved trails or sidewalks only. Proposals detailing specific construction projects are not eligible for consideration.

— Is a local match required?

A local match is not required; however, it may be a factor to consider for a competitive grant cycle.

— What types of funds can be used for a local match?

Municipal funds and funds secured from other state or federal agencies and organizations or businesses may be used for the local match. NCDOT state or federal funds provided to a municipality cannot be used as a local cash match. Powell Bill funds may not be used toward the local match – [see here](#). In-kind services cannot be used for local participation. The local match must be a cash contribution.



IMD FEASIBILITY STUDY GRANT PROGRAM FREQUENTLY ASKED QUESTIONS

— How much does the study cost to develop?

Project budgets are contingent upon corridor context and complexity. These guidelines are provided to help determine the scale of the project. The development of a small-scale study will differ from that of a large-scale study. The following should be considered in the development of a study:

- Cost
- Number of route alternatives
- Mileage range
- Jurisdictional range
- Corridor constraints
- Community and stakeholder engagement expectation

Refer to the following table for a comparison between the two project scales.

	SMALL-SCALE FEASIBILITY STUDY	LARGE-SCALE FEASIBILITY STUDY
COST	\$60,000 - \$80,000	\$80,000 - \$120,000+ Significantly more complex and extensive corridors may result in a higher plan cost
NUMBER OF ROUTE ALTERNATIVES	Up to 4 alternatives to be evaluated	Greater than 4 alternatives to be evaluated
MILEAGE RANGE	¼ mile to 3 miles	3 to 15+ miles
JURISDICTIONAL RANGE	Up to 2 jurisdictions along the corridor	2+ jurisdictions along the corridor (may require additional jurisdictional meetings/coordination)
CORRIDOR CONSTRAINTS	Minimal utilities Moderate topography Smaller FEMA studied streams (creeks and streams) Moderate roadway characteristic constraints (minor road crossings, moderate to high traffic volumes, moderate to high-speed limits)	Rail corridors/crossings Significant roadway characteristic constraints (controlled access roadways, major road crossings, high traffic volumes, high speeds) Larger FEMA studied streams (major water bodies – rivers, lakes) Moderate/significant utilities Significant topography
COMMUNITY + STAKEHOLDER ENGAGEMENT EXPECTATION	3 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 4 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)	4-5 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 8 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)



— What documents are required to submit with an application?

The following documents are required to submit with an application:

- Hyperlinks (or digital copies) to relevant previous plans or studies
- Resolutions of support (from participating jurisdictions and MPO/RPO) - draft/pending versions are accepted to meet application deadline
- Resume(s) of staff who will manage the study
- Letters of support
- Study area map

The study area map should include project boundaries/corridors to be studied and relevant base map layers, such as municipal/county boundaries, roadway characteristics, water bodies, parks and open space, existing bicycle and pedestrian facilities, transit connections, etc.

How to determine if this project is a part of the Great Trails State network?

The Great Trails State Plan was created by the Integrated Mobility Division, in coordination with the Transportation Planning Division and North Carolina State Parks. This plan draws upon existing plans and new recommendations to identify a network of shared-use paths and trails that connects all 100 counties in North Carolina, with a special focus on connections between population centers and North Carolina State Parks. The primary outcome of this planning process was to develop a statewide trail map coupled with an action-oriented network plan and 5-year implementation strategy. View the following link to read the Great Trails State Plan: <https://www.ncdot.gov/divisions/bike-ped/great-trails-state/Pages/default.aspx>.

A key selection criterion in the Paved Trails and Sidewalk Feasibility Study Grant Program will award additional points for projects that are along the Great Trails State network. To determine if your project is part of the Great Trails State network, click on the following link to view an interactive ArcGIS webpage of the network: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=daecddb2e6374981b3ed122305d2baf5>.



IMD FEASIBILITY STUDY GRANT PROGRAM FREQUENTLY ASKED QUESTIONS



— Are proposed rail-trail projects eligible to study through this grant program?

Proposed rail-to-trail and rail-with-trail projects are eligible to study through this grant program. However, proposed rail-with-trail projects along active Class I rail lines are not eligible due to CSX and Norfolk-Southern (NS) policies not permitting private or public parallel bicycle and pedestrian paths along active rail corridors. All feasibility study projects proposed along or across rail corridors will require coordination with the NCDOT Rail Division throughout the study process. A map of the active and inactive rail lines across the state may be viewed at the following link: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=352556db969240c99a06a179f56b8403>.

— How will proposals be selected?

Integrated Mobility Division (IMD) staff will conduct a preliminary review of all applications for completeness and general appropriateness. Eligible proposals will be reviewed by IMD staff with support from individuals with professional experience in developing, administering, and/or implementing paved trails and sidewalk feasibility studies. Recommended proposals will be forwarded to the NCDOT Board of Transportation for final approval. It is anticipated that the Board of Transportation will approve the selected jurisdictions in late winter / early spring 2023.

— What are the selection criteria?

Integrated Mobility Division (IMD) staff will review each proposal and evaluate it based on the stated vision, goals, and needs of the jurisdiction; comprehensiveness of scope; understanding of issues and opportunities; level of local commitment; and feasibility of successful study completion. For a comprehensive list of criteria, see the “Selection Criteria” section of the Paved Trails and Sidewalk Feasibility Study Grant Program Overview document: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>.



IMD FEASIBILITY STUDY GRANT PROGRAM FREQUENTLY ASKED QUESTIONS



— When will selected communities receive funding?

It is anticipated that jurisdictions will be notified of the feasibility study grant award in Spring 2023. As described in the Paved Trails and Sidewalk Feasibility Study Grant Program Overview document, NCDOT will utilize prequalified on-call firms to prepare the studies. NCDOT will administer all payments to the consultant preparing the study. The planning process will begin once NCDOT has assigned a consultant to the project and negotiated study cost.

Agreements for Jurisdictions providing a Local Match:

The jurisdiction will submit a lump sum of their matching funds for this project with the signed agreement. NCDOT will then administer all payments to the consultant preparing the study. The study process will begin once (a) the agreement is executed and the local match is received and (b) NCDOT has assigned a consultant to the project and negotiated study cost.

— How long will the community have to complete the study?

It is anticipated that selected consultants will have between 6-12 months (approximately 6 to 9 months for a smaller scale feasibility study and approximately 9 to 12 months for a larger scale feasibility study) from the date of receipt of an NCDOT written Notice to Proceed to complete the study. Final timeframes will be determined during creation of agreements and finalization of consultant contracts.

— What type of assistance is available to communities preparing an application?

Staff from the Integrated Mobility Division (IMD) will be available to answer questions and provide guidance. Please contact IMD's Statewide Planning and Programming Manager, Joseph Furstenberg, with any questions at jcfurstenberg@ncdot.gov or (919) 707-2603. MPO and RPO planning staff may also be able to provide helpful information or staff assistance. In addition, a program overview, FAQs (this document), and study content standards may be found on the Paved Trails and Sidewalk Feasibility Study Grant Program webpage: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>.



IMD FEASIBILITY STUDY GRANT PROGRAM FREQUENTLY ASKED QUESTIONS



— What does a feasibility study look like?

In 2022, NCDOT partnered with a consulting firm to conduct two feasibility pilot studies for the Paved Trails and Sidewalk Feasibility Study Grant Program. The two studies were conducted on the Middle Fork Greenway in Watauga County and the North Main Street Sidepath in the City of Marion. These studies provide an in-depth look at various considerations that helped to inform the development of alternatives for each study. The preferred alignments for each project were informed by steering committees and public input. The benefits of active transportation facilities, potential facility amenities, recommended route cut sheets, maintenance recommendations, and paths to implementation are other key sections detailed in the studies to help both the client and the public visualize all aspects of development for their respective projects. Appendices supplement the main study and include information on funding and design resources, detailed cost information, community engagement information, and P6.0 SPOT scoring component resources. Read below to learn more about each of the pilot studies.

Sidepath Pilot Study: City of Marion North Main Street Sidepath Feasibility Study

The proposed North Main Street Sidepath is a 3-mile corridor connecting Downtown Marion with the Joseph McDowell Catawba Greenway along US 70. The proposed sidepath is a critical missing link in the City of Marion's bicycle and pedestrian network and is an identified corridor of the Fonta Flora State Trail. The North Main Street Sidepath Feasibility Study evaluates potential route scenarios along North Main Street (NCDOT roadway corridor), US 70, and the Catawba River to determine the preferred route. This study also provides cost estimates and an implementation plan to construct the sidepath. The project was led by NCDOT's Integrated Mobility Division and the City of Marion. Supporting agencies involved in the study were McDowell County, NC State Trails, and Friends of the Fonta Flora State Trail.

One key highlight from this study was the phasing and prioritization section for the preferred alignment of the sidepath. Two implementation scenarios were proposed in phases and highlighted the need to involve a coordinated effort to design, fund, and construct the corridor. This study emphasizes the importance of collaboration during project development opportunities which may involve multiple agencies and may utilize various funding sources.

View the study at: <https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Marion%20N.%20Main%20Street%20Sidepath%20Feasibility%20Study.pdf>.



IMD FEASIBILITY STUDY GRANT PROGRAM FREQUENTLY ASKED QUESTIONS



Greenway Pilot Study: Middle Fork Greenway Feasibility Study

The Middle Fork Greenway was envisioned to provide residents and visitors alike with opportunities for recreation and active transportation, connecting people and places between the Towns of Boone and Blowing Rock along the Middle Fork River. The community has already made great progress on the implementation of this vision in partnership with the Blue Ridge Conservancy, the Town of Boone, the Town of Blowing Rock, Watauga County, and NCDOT.

The Middle Fork Greenway Feasibility Study assesses existing conditions, evaluates potential routes for opportunities and constraints, develops detailed cost estimates, and provides strategies for implementation for Sections 3 and 5 of the Middle Fork Greenway as identified in the Middle Fork Greenway Master Plan. The project team developed and evaluated six route alternatives for each section of the greenway. Recommendations for preferred routes were identified through community input, technical analysis, input from the study steering committee, and landowner outreach by Blue Ridge Conservancy along the proposed trail corridor. In addition to greenway alignments, the study recommends two stream restoration projects along Section 3 of the greenway. It is recommended that the stream restoration project be constructed in advance of or as part of the greenway construction to ensure integrity of the trail and reduce maintenance burdens. The study also documents funding resources for the Blue Ridge Conservancy to pursue to support land acquisition, design and engineering, permitting, bridges, retaining structures, underpasses, trail construction, park amenities, and operations for the Middle Fork Greenway.

View the study at: <https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Middle%20Fork%20Greenway%20Feasibility%20Study.pdf>.

Content Standards for the Paved Trails and Sidewalk Feasibility Study may be found on the Paved Trails and Sidewalk Feasibility Study Grant Program webpage: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>.



**North Carolina Department of Transportation - Integrated Mobility Division
Application for Paved Trails and Sidewalk Feasibility Study Grant
2022 Application**

Applicant Information

Name of Jurisdiction (Municipality or County): _____
Population: _____ County: _____ NCDOT Division: _____
MPO / RPO: _____
Department Applying for Grant: _____
Primary Contact (Name & Title): _____
Work Phone: _____ Email Address: _____
Mailing Address: _____

Will the jurisdiction be able to provide any contributing funds? *(Note: A local match is not required for this grant program. However, the contribution of local funds may factor into project selection if there is a need to prioritize application submittals within the existing program budget.)*

- Yes
- No

Study Information

Study Name: _____

Type of Feasibility Study:

- Off-Road Corridor, Greenway
- Off-Road Corridor, Sidepath
- Off-Road Corridor, Sidewalk

Project Scale of Feasibility Study:

- Smaller Scale Feasibility Study
- Larger Scale Feasibility Study

Feasibility Study Summary

Please provide a summary of the proposed feasibility study. This summary should include a brief description of the study purpose and goals.

Feasibility Study Location

Provide a brief overview of the project location and study area limits. The overview should include the proposed mileage, number of key route alignments to be studied, jurisdictions involved, and key considerations for the project corridor.

Feasibility Study Description

What are the reasons the community needs this study? Consider including discussion and data regarding safety, land use, connectivity, demographics, diverse and special user groups, etc.

How will this project address transportation equity issues in your community?

Describe key opportunities and constraints along the project corridor. Briefly summarize the relevant considerations for the study area, such as environmental, transportation, utilities, landownership, development, etc.

Summarize prior studies and plans relevant to the project, and briefly describe how the study will build on previous planning efforts. Please indicate whether the study corridor is identified in the Great Trails State Plan ([Link](#)).

Describe prior community involvement conducted in previous planning efforts relevant to this project. In addition, what strategies has the municipality/county/organization used or plan to use to engage the community, project stakeholders, and underrepresented groups during the study process?

Describe your agency's ability to effectively implement this project, and briefly describe the process by which past and/or current multi-modal transportation projects have been funded and implemented in your community.

List the name and title/position of the full-time, permanent municipal/county/organization staff person responsible for project oversight and any others who will be involved in the study development. Describe any prior experience these individuals may have in the management, preparation, and/or implementation of a multi-modal transportation plan, study, or project.

Eligibility Criteria

- Project identified in locally/regionally adopted plan
- Resolution passed by Municipality/County/Non-Profit Organization supporting this application
- Resolution passed by MPO/RPO supporting this application

Required Attachments

- Map of Study Area
- Hyperlinks (or Digital Copies) to Relevant Previous Plans or Studies
- Municipal/County Resolution
- MPO/RPO Resolution
- Resume(s) of Staff Managing Study

The study area map should include project boundaries/corridors to be studied and relevant base map layers, such as municipal/county boundaries, roadway characteristics, water bodies, parks and open space, existing bicycle and pedestrian facilities, transit connections, etc.

Other Recommended Attachments

- Letters of Support

Project Cost

Depending on the complexity of the corridor and range of potential route alignments studied, feasibility study costs range from \$60,000 - \$120,000. No local match is required. (See the *Feasibility Studies Grant – Overview document* for more guidance.)

- > Smaller-scale studies range from \$60,000-\$80,000.
- > Larger-scale studies range from \$80,000-\$120,000+.



Subject: 2023 NC Transportation Summit



Greetings,

On behalf of the North Carolina Department of Transportation, I want to personally invite you to the third NC Transportation Summit, happening January 18-19, 2023 at the Raleigh Convention Center.

More than a dozen technical sessions are planned on numerous topics facing the transportation industry. International and national experts will discuss transportation safety, funding, and the impact of new/disruptive technologies.

This is an excellent opportunity to network with, and learn from, forward thinking transportation/economic experts, as well as those at the local/federal levels, and the private sector. We will hear from experts from all over the world and witness new technologies that will help us continue to connect people, products and services safely and efficiently.

In partnership with NC Go! and our corporate sponsors, we can host this two-day event to learn more about these important issues. I hope you can join us as we look to the future together. Registration is now open.

I hope you have a safe and happy holiday season, and I look forward to seeing you in January.

J. Eric Boyette
Secretary, North Carolina Department of Transportation