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# **BOARD OF TRANSPORTATION MEETING**

# **April 3, 2025**

# **Committee Meetings**

All Committee Reports are attached at the end of this document.

### **Full Board Work Session**

# Wednesday, April 2, 2025

Chairman Fox welcomed the members of the Board to the meeting located in the Board Room.

# Roll Call

Chairman Fox conducted a roll call of members with the following members present in the meeting: Chairman Fox, Vice Chair Perkins, Board Member Moran, Board Member Alcoke, Board Member Zimmer, Board Member Mitchell, Board Member Daughtry, Board Member Jordan, Board Member Hunt, Board Member Mathis, Board Member Molamphy, Board Member Rosenburgh, Board Member Lathrop, Board Member Phillips, Board Member Lail, Board Member Clarke, Board Member Cody, and Board Member McGrady.

The following members were absent: Board Member Harrington

# **Declaration of Quorum**

Following the roll call, Chairman Fox stated the members participating constituted a quorum of the Board and he declared the meeting open.

# Call to Order

Chairman Fox called the full Board Work Session to order on Wednesday, April 2, 2025.

### **Ethics Statement**

Chairman Fox read the Ethics Statement advising all members of the Board that may have any conflict of interest, or appearance of conflict, to refrain from participation in that item and to file the proper paperwork with the Secretary to the Board of Transportation.

Chairman Fox read, "In accordance with the State Government Ethics Act, Executive Order No. 2 issued on January 12, 2009, and N. C. G. S. §143B-350, it is the duty of every Board member to avoid both conflicts of interest and appearances of conflict. "To comply with this statement and the State Ethics Law, I ask whether any Board member has a known conflict of interest or appearance of conflict with respect to any matters coming before the Board today."

"If so, please identify the conflict or appearance of conflict when the item appears on the agenda for consideration, refrain from any undue participation in the particular matter involved and sign before our notary the Declaration that has been provided to you for such purpose."

### **State Treasurer Presentation**

Chairman Fox welcomed State Treasurer, Bradford Briner, to give his remarks.

# **Innovative Technology and Product Awareness**

Chairman Fox noted that a copy of this month's Innovative Technology and Product Awareness update was provided to members of the Board for review and posted on the Board's website for review.

# **Legislative Update**

Chairman Fox welcomed Leigh Jackson, Legislative Affairs Director, to present a legislative update.

# **Transportation Planning in NC**

Chairman Fox welcomed Alpesh Patel, Director of Transportation Planning Division, to present the Transportation Planning in NC presentation.

Presentation is attached at the end of this document.

# **Logo Program Privatization**

Chairman Fox welcomed Brian Mayhew, State Traffic Engineer, to present the Logo Program Privatization presentation.

Presentation is attached at the end of this document.

Helene Recovery Update for Divisions 11, 13, & 14

Chairman Fox welcomed Alyson Tamer, State Value Management Engineer, to present a Helen

Recovery Update for Divisions 11, 13, & 14 update.

Presentation is attached at the end of this document.

**Adjournment** 

Chairman Fox asked if there were any additional items for discussion. He stated hearing none

he would accept a motion to adjourn the meeting. A motion was made by Board Member

Rosenburgh and seconded by Board Member McGrady. Chairman Fox stated the motion

passed unanimously.

Chairman Fox adjourned the meeting.

Official Board Meeting

Thursday, April 3, 2025

Chairman Fox welcomed the members of the Board to the meeting located in the Board Room.

Roll Call

Chairman Fox conducted a roll call of members with the following members present in the

meeting: Chairman Fox, Vice Chair Perkins, Board Member Moran, Board Member Alcoke,

Board Member Zimmer, Board Member Mitchell, Board Member Daughtry, Board Member Hunt,

Board Member Mathis, Board Member Molamphy, Board Member Rosenburgh, Board Member

Lathrop, Board Member Phillips, Board Member Lail, Board Member Clarke, Board Member

Cody, and Board Member McGrady.

The following members were present via teams: Board Member Jordan

The following members were absent: Board Member Harrington

**Declaration of Quorum** 

Following the roll call, Chairman Fox stated the members participating constituted a quorum of

the Board and he declared the meeting open.

# Call to Order

Chairman Fox called the full board meeting to order on Thursday, April 3, 2025.

# **Ethics Statement**

Chairman Fox read the Ethics Statement advising all members of the Board that may have any conflict of interest, or appearance of conflict, to refrain from participation in that item and to file the proper paperwork with the Secretary to the Board of Transportation.

Chairman Fox read, "In accordance with the State Government Ethics Act, Executive Order No. 2 issued on January 12, 2009, and N. C. G. S. §143B-350, it is the duty of every Board member to avoid both conflicts of interest and appearances of conflict. "To comply with this statement and the State Ethics Law, I ask whether any Board member has a known conflict of interest or appearance of conflict with respect to any matters coming before the Board today."

"If so, please identify the conflict or appearance of conflict when the item appears on the agenda for consideration, refrain from any undue participation in the particular matter involved and sign before our notary the Declaration that has been provided to you for such purpose."

# Pledge of Allegiance

Chairman Fox invited Secretary Hopkins to lead the members of the Board and all other meeting attendees in the Pledge of Allegiance.

# **Swearing-In of Incoming and Reappointed Board Members**

Chairman Fox welcomed the Honorable Allegra Collins to swear in incoming Board Members, Theresa Judge representing Division 1 and Graham Bennett representing Division 9. Board Member Zimmer (Division 3), Board Member Lail (Division 12), and Board Member Cody (Division 14) were also sworn in as reappointments.

# Approval – March 5-6, 2025, Meeting Minutes

Chairman Fox stated the meeting minutes from March 5-6, 2025, were distributed for review prior to the meeting. Chairman Fox stated if there are no additions or corrections, he would accept a motion to approve the March 5-6, 2025, meeting minutes of the Board of Transportation. A motion was made by Board Member Cody and a second by Board Member McGrady. The minutes were approved unanimously by members of the Board.

Chairman Fox stated the motion passed.

# Road, Bridge, and Ferry Naming Honorary Designations

Board Member Meagan Phillips read the resolution for the Enoch R. Staley Highway naming located in Division 11. The reading was accepted as a motion by Board Member Phillips and a second by Board Member Clarke. The motion passed unanimously by the members of the Board.

Board Member Graham Bennett read the resolution for the Senator Elizabeth Dole Highway naming located in Division 9. The reading was accepted as a motion by Board Member Bennett and a second by Board Member Cody. The motion passed unanimously by the members of the Board.

Chairman Fox read the resolution for the Dave Phillips Highway naming located in Division 7. The reading was accepted as a motion by Chairman Fox and a second by Board Member Mitchell. The motion passed unanimously by the members of the Board.

Board Member Valerie Jordan read the resolution for the Conen Morgan Interchange naming located in Division 5. The reading was accepted as a motion by Board Member Jordan and a second by Board Member Clarke. The motion passed unanimously by the members of the Board.

# Wildflower Awards

Chairman Fox invited Jeremy Goodwin, State Roadside Environmental Engineer, and Linda McLendon, President of the Garden Club of North Carolina, up to the front to distribute the Wildflower Awards. Mrs. McLendon spoke a few words before Jeremy Goodwin called forward the winners in each category.

The second-place winner for the Daylily Award went to Division 12 located at I-85 Welcome Center in Cleveland County. The first-place winner for the Daylily Award went to Division 9

located at I-40 and US 421 Split in Forsyth County. The second-place winner for the Eastern Region Award went to Division 2 located at I-587 at Mozingo Road in Pitt County. The first-place winner for the Eastern Region Award went to Division 4 located at US 264 at NC 42 in Wilson County. The second-place winner for the Central Region Award went to Division 9 located at US 52 at Perch Road in Stokes County. The first-place winner for the Central Region Award went to Division 7 located at US 29 at Business 29 in Rockingham County. The second-place winner for the Western Region Award went to Division 13 located at I-26 East at Exit 17 in Buncombe County. The first-place winner for the Western Region Award went to Division 11 located at US I-77 at Weigh Station in Surry County. The second-place winner for Best Overall went to Division 12. The first-place winner for Best Overall went to Division 7.

# **Honoring Off-Boarding Board Members**

Chairman Fox shared that this would be Vice Chair Perkins and Board Member Moran's last meeting serving on the Board of Transportation. Board Member Moran served on the Board of Transportation for 8 years and was presented with a Road Gang Award.

Vice Chair Perkins served on the Board of Transportation for 22 years and was also presented with a Road Gang Award. After that award was given, the Secretary came up to present Vice Chair Perkins with an award that they named after him. Vice Chair Perkins spent his entire career working in public service so in honor of his extraordinary dedication and longstanding service, he was presented with the first ever Andrew M. Perkins Jr. Legacy Award. The Secretary shared that their intent for this award is to be given out in the future to other Board Members and the Senior Leadership members that have the same qualities and attributes as Vice Chair Perkins does.

# Secretary's Remarks

Secretary Hopkins started off by welcoming everyone to the Board of Transportation meeting. He shared that Billy Barrier is the one who designed the coins that were given to the Board Members and that they will be given out to those that helped and continue to help with Helene Recovery efforts.

Believe it or not, it's now been 6 months since Hurricane Helene devastated the western part of our state. He expressed his gratitude and appreciation for all the hard work to recover from this generational storm. We can't thank our crews, our contractors and our many partners enough for their exceptional efforts that they have made so far. We are reporting 134 total road closures

related to Helene. This includes closures aimed specifically at keeping large trucks off certain routes. We expect to see that number go down over the coming weeks with trucks being able to use I-40 again. It also includes10 closures we have in TIMS/DriveNC.gov along the Blue Ridge Parkway, which is maintained by the National Park Service. And a reminder, anyone interested can follow our efforts to reopen roads on a <a href="maintained">dashboard</a> created for this, it's linked on <a href="maintained">DriveNC.gov</a>. The Marshall License Plate Agency also reopened on March 11, 2025, meaning all DMV offices impacted by Helene have now reopened. He extended his gratitude to those involved with this and all the other re-openings that have taken place in the months since Helene. He then shared a video that the communications department put together highlighting our progress from the past 6 months.

Secretary Hopkins mentioned that everyone may have seen the announcement from USDOT last week about expediting access to resources in the Pigeon River Gorge. We're grateful to the USDOT, USFS, US Department of Agriculture and the FHWA for their work in helping move this project forward. Our contractor is still sampling rock in several locations to identify if there is suitable material to help rebuild I-40. A letter of consent was signed last week transferring the property from the USDOA (USFS) to the USDOT (FHWA) and FHWA issued a temporary easement to us. It's important to note that state and federal environmental permits will be needed before beginning construction to access sites across the Pigeon River and we do not have a start date for quarry operations yet.

Secretary Hopkins shared that last month, the Governor's Highway Safety Program held it's St. Patrick's Day Booze It & Lose It campaign with the NCSHP. The annual campaign featured increased patrols and checkpoints to increase safety for state drivers. This year saw nearly 2,000 total checkpoints and patrols leading to over 35,000 traffic and criminal violations. Among those were 783 DWI charges. We thank the Highway Patrol and participating law enforcement for their efforts always in keeping our roads and communities safe. And as always, we remind everyone not to drink and drive. For your safety and for others – it's simply not worth it. Make a plan to have a designated, sober driver and stick to the plan.

Secretary Hopkins announced that the DMV self-service kiosk pilot hit a significant milestone recently. Since its launch last March, 25k customers have accessed DMV services at select Harris Teeters in Wake, Mecklenburg and Cumberland counties. Nine kiosks are in place with a tenth planned for the Soldier Support Center on base in Fayetteville with more kiosks to be added as certain transaction thresholds are achieved. He congratulated DMV for this accomplishment and we look forward to more positive milestones in the future. Additionally, over the past two and a half years, DMV has doubled the number of offices that open at 7 a.m.

from 25 to 50. That number is set to nearly double again next week as 42 more offices will be added to our early office openings. We're also planning to expand Saturday morning office hour locations from 16 offices to 20 in peak season summer months. Those 20 offices will hold hours from 8 a.m. to noon on Saturdays from early June to late August, providing customers with more service hours to meet the surging demands of our growing state.

Secretary Hopkins shared exciting news from the Rail Division as NC By Train will run a special train from Raleigh to Rockingham Speedway for NASCAR's return later this month. The "Rockingham Special" train will run for one day only on April 19, 2025, between Raleigh Union Station and the Rockingham Speedway. The morning train will depart Raleigh at 9 a.m. with stops in Cary and Southern Pines before arriving at the Speedway later that morning. The train will depart "The Rock" after the race at 7:30 p.m. with stops again in Southern Pines and Cary before arriving back in Raleigh at 9:30 in the evening. Tickets are \$25 each way and can be purchased on Amtrack's website. We want to encourage race fans to take advantage of this convenient, safe and affordable transportation made available by NC By Train.

Secretary Hopkins reminded everyone about our upcoming Summer Accelerator program. This two-week summer course aims to help prepare high school students for transportation construction industry careers. Staff in NCDOT's OJT program partner with school districts to enhance existing construction programs without adding burden to staff. The OJT program is located within our Office of Civil Rights. For more information about the OJT program, you can visit the program's <u>website</u> on the screen.

Secretary Hopkins announced that he National Association of State Aviation Officials has announced the winners of the National Aviation Art Contest. We were fortunate to have several participants place nationally after successfully competing in the statewide competition. In the Intermediate Category, Sofia Garcia-Vazquez took home first place. In the Senior Category, Soyoon Kim also took home first place, with Catherine Park bringing home third. Congratulations to all the participants and thank you for representing our state at the national level. Don't forget, for a full list of winners from our statewide competition, visit our website and search "Aviation Art." Also, visit our Flickr site to view the winning art.

Lastly, Secretary Hopkins mentioned that Moody's has released new bond ratings for the state. The General Obligation Bond got a triple A rating, the Build NC Bond got a double A two rating and the Garvee Bonds got a double A three ratings. All of those are top ratings for their categories. He thanked our staff, the fiscal staff and the treasurer's staff for the work they do to keep us in good standing financially.

# INFORMATION AND DELEGATED AUTHORITY ITEMS

# **Delegated Authority**

Chairman Fox stated that items C, D, E, H, and L are delegated to the Secretary and require no formal action by the Board.

# Item C:

Chairman Fox stated for the record for Item C that all projects were awarded by the Secretary to the low bidder.

# **ACTION**

# **Action - Project Items**

Chairman Fox asked members of the Board to announce any recusals to the action items within the presented project items. Recusals made by members of the Board on project items are noted below.

Chairman Fox reminded any member of the board that made a recusal to email the completed recusal form to Marilyn McHilse, Board Secretary. He also mentioned that board members sign and email or return the Ethics Declaration.

Chairman Fox invited a motion to approve the project items as presented. A motion was made by Board Member Lail and a second by Board Member Clarke to approve all projects for G, I, K, M, N, O, P, and R. Chairman Fox conducted a roll call vote of participating members, and the project items were approved unanimously by members of the Board.

Chairman Fox stated the motion passed.

# Recusals

Board Member Judge recused herself from everything as this was her first official meeting and did not have time to read through the projects.

Board Member Zimmer recused himself from voting on the following projects:

# Item K-3 – New Hanover County, Project U-6202, WBS 48662.1.1

SR 1711 (Bethune Drive) at East of US 401intersection in Fayetteville. Part of route on new location. Install signal at US 401 (Ramsey Street) intersection and extend SR 1711. Initial funds are requested for preliminary engineering. SR 2048 (Gordon Road) From US 17 Business (Market Street) to I-40. Widen to four lanes. \$5,878,206.00 has previously been approved for preliminary engineering. Additional funds are requested.

# • Item O – New Hanover County, Project 2025CPT.03.67.1065111092

This Project consists of City of Wilmington Streetscape and resurfacing improvement project for US 17 (Dawson and Wooster Streets) between SR 1217 (17th St) and US 421 (3rd St). Streetscape improvements include curb extensions (bulb-outs), pedestrian crossing areas, and ADA access. The Municipality will perform the work. The Department will review the plans and participate in actual construction costs related to resurfacing. The estimated reimbursement is \$1,861,000. This agenda item supersedes the item that was approved by the BOT on February 8, 2022.

Board Member Bennett recused himself from everything as this was their first official meeting and did not have time to read through the projects. He specifically recused himself from the Logo Sign Program.

Board Member Lathrop recused himself from voting on the following projects:

# • Item O - Pasquotank County, 50084.1.60

This Project is to provide a National Summer Transportation Institute curriculum targeted for middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$59,998.

# • Item O – Pasquotank County, 50084.1.59

This Project is to provide a National Summer Transportation Institute curriculum targeted for high school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$52,400.

# Item O – Guilford County, 50084.1.61

This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$60,000.

# Item O – Forsyth County, 50084.1.64

This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$45,942.

# • Item O - Cabarrus County, 51698.3.1

This Project consists of the installation of lighting at the George Liles Parkway and I-85 interchange. The Department will perform the installation. The Municipality shall reimburse the Department up to a maximum amount of \$66,666. The estimated cost of the Project is \$1,000,000.

# Item O – Onslow County, U-4007B

Parcel 918, Jacksonville–US-17 (Western Parkway) from SR-1403 (Country Club Rd.) to Western Boulevard Onslow County Revision in the control of access on SR-2714 (Jacksonville Parkway) to DR Horton, Inc. for no consideration.

# PROJECTS LIST NORTH CAROLINA BOARD OF TRANSPORTATION RALEIGH, NORTH CAROLINA

# **April 3, 2025**

| Delegate | d AuthoritySecretary Hopkins   |
|----------|--|
| (Item C) | Award of Highway Construction Contracts from March 2025 Letting  |
| (Item D) | Award of Contracts to Private Firms for Engineering Services   |
| (Item E) | Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund  |
| (Item H) | Funds for Division-wide Small Construction,<br>Statewide Contingency, Public Access, and Economic Development  |
| (Item L) | Funds for Specific Spot Safety Improvement Projects  |
| Action   |  |
| (Item G) | Additions, Abandonments, and Road Name Changes to State Secondary Road System  |
| (Item I) | Public Transportation Program (Item I-1) Public Transportation (Item I-2) Rail Program (No Item) (Item I-3) Bicycle and Pedestrian (No Item) (Item I-4) Aviation |
| (Item K) | North Carolina Highway Trust Funds   |
| (Item M) | Funds for Specific Federal-Aid Projects  |
| (Item N) | Revisions to the 2024–2033 STIP  |
| (Item O) | Municipal and Special Agreements   |
| (Item P) | Municipal Street System Changes  |
| (Item R) | Right of Way Resolutions and Ordinances  |
| (Item S) | Maintenance Allocations (No Item)  |
| (Item T) | Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation (No Item)  |
| (Item V) | (No Item)  |

# HIGHWAY LETTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH N.C.

MARCH 18, 2025 DIVISION 5 PAGE: 1 of 12 ITEM C

C205067

2025CPT.05.11.10391.1, 2025CPT.05.11.10911.1, 2025CPT.05.11.10931.1, 2025CPT.05.11.20911.1 STATE FUNDED GRANVILLE, VANCE, WARREN

PROPOSAL LENGTH 16.863 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 2 SECTIONS OF US-1, 1 SECTION OF US-158, 1 SECTION OF NC-56, AND 1 SECTION OF

SECONDARY ROAD.

EST CONST PROGRESS.... FY-2025...15% OF BID

FY-2026...71% OF BID FY-2027...14% OF BID

RPN 002 2 BIDDER(S) DBE GOAL 7.00 %

ESTIMATE 3,314,164.00

DATE AVAILABLE MAY 05 2025 FINAL COMPLETION NOV 05 2026

\$ TOTALS % DIFF

SUNROCK INDUSTRIES LLC DBA CAROLINA SUNROCK LLC RALEIGH, NC 2,909,198.74 -12.2 S T WOOTEN CORPORATION WILSON, NC 3,247,282.00 -2.0



# HIGHWAY LETTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

# DIVISION OF HIGHWAYS

RALEIGH N.C.

MARCH 18, 2025

**DIVISION 5** 

C205058

2025CPT.05.12.20391.1, 2025CPT.05.12.20392.1

STATE FUNDED

GRANVILLE

PROPOSAL LENGTH 18.611 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 7 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2025...16% OF BID

FY-2026...71% OF BID FY-2027...13% OF BID

RPN 003 2 BIDDER(S) DBE GOAL 6.00 %

ESTIMATE 2,488,159.00

DATE AVAILABLE APR 28 2025 FINAL COMPLETION OCT 28 2026

\$ TOTALS % DIFF

PAGE: 2 of 12

ITEM C

SUNROCK INDUSTRIES LLC DBA CAROLINA SUNROCK LLC RALEIGH, NC 2,369,325.30 -4.8 S T WOOTEN CORPORATION WILSON, NC 2,523,320.00 +1.4



# HIGHWAY LETTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH N.C.

MARCH 18, 2025 DIVISION 5 PAGE: 3 of 12 ITEM C

C205063 2025CPT.05.13.20911.1 STATE FUNDED VANCE

PROPOSAL LENGTH 11.964 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 11 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2025...11% OF BID

FY-2026...73% OF BID FY-2027...16% OF BID

RPN 004 2 BIDDER(S) DBE GOAL 6.00 %

ESTIMATE 1,484,888.00

DATE AVAILABLE MAY 19 2025 FINAL COMPLETION NOV 19 2026

\$ TOTALS % DIFF

SUNROCK INDUSTRIES LLC DBA CAROLINA SUNROCK LLC RALEIGH, NC 1,287,978.60 -13.3 S T WOOTEN CORPORATION WILSON, NC 1,419,955.00 -4.4



# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

# **DIVISION OF HIGHWAYS**

RALEIGH N.C. MARCH 18, 2025

**DIVISION 6** 

C204797 39049.3.3 STPDA-0401(301) CUMBERLAND

U-4405B

PROPOSAL LENGTH 1.908 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, SIGNALS, AND CULVERT.

LOCATION US-401 (RAEFORD RD) FROM EAST OF NC-162 (BUNCE RD) TO EAST OF BRIGHTON RD.

EST CONST PROGRESS.... FY-2025...09% OF BID

FY-2026...36% OF BID FY-2027...32% OF BID FY-2028...21% OF BID FY-2029...02% OF BID

RPN 001 3 BIDDER(S) DBE GOAL 6.00 %

ESTIMATE 60,754,319.00

DATE AVAILABLE APR 28 2025

INTER COMPLETION AUG 01 2028 COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION OR

PERMANENT VEGETATION ESBLISHMENT

FINAL COMPLETION JAN 28 2029

 BRANCH CIVIL INC ROANOKE, VA
 48,425,858.00
 -20.3

 BARNHILL CONTRACTING CO ROCKY MOUNT, NC
 52,201,808.39
 -14.1

 HIGHLAND PAVING CO LLC FAYETTEVILLE, NC
 55,308,495.43
 -9.0



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# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

### **DIVISION OF HIGHWAYS**

RALEIGH N.C.

MARCH 18, 2025

**DIVISION 8** 

C204933 48548.3.3 STATE FUNDED CHATHAM R-5930B

PROPOSAL LENGTH 1.483 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURES.

LOCATION CHATHAM PARKWAY FROM NORTH OF PROPOSED GRANT DRIVE TO US-15/US-501.

EST CONST PROGRESS.... FY-2025...12% OF BID

FY-2026...50% OF BID FY-2027...36% OF BID FY-2028...02% OF BID

RPN 005 12 BIDDER(S) DBE GOAL 5.00 %

ESTIMATE 16,657,680.00

DATE AVAILABLE APR 28 2025

INTER COMPLETION AUG 15 2027 COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION OR

PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION FEB 11 2028

|   | \$ TOTALS     | % DIFF |
|---|---------------|--------|
| BARNHILL CONTRACTING CO ROCKY MOUNT, NC             | 14,818,648.21 | -11.0  |
| TRIANGLE GRADING & PAVING INC BURLINGTON, NC        | 14,946,300.34 | -10.3  |
| FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC       | 15,495,000.00 | -7.0   |
| BRANCH CIVIL INC ROANOKE, VA                        | 16,185,000.00 | -2.8   |
| K WEST GROUP LLC DBA KWEST GROUP LLC PERRYSBURG, OH | 18,057,124.81 | +8.4   |
| CONTI CIVIL LLC EDISON, NJ                          | 18,086,442.00 | +8.6   |
| CARDINAL CIVIL CONTRACTING LLC RALEIGH, NC          | 18,095,215.00 | +8.6   |
| VECELLIO & GROGAN INC BECKLEY, WV                   | 18,260,000.00 | +9.6   |
| BLYTHE CONSTRUCTION INC CHARLOTTE, NC               | 19,012,924.54 | +14.1  |
| S T WOOTEN CORPORATION WILSON, NC                   | 19,276,618.54 | +15.7  |
| ZACHRY CONSTRUCTION CORPORATION SAN ANTONIO, TX     | 19,661,968.66 | +18.0  |
| THE LANE CONSTRUCTION CORPORATION CHESHIRE, CT      | 21,822,450.00 | +31.0  |



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# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

### **DIVISION OF HIGHWAYS**

RALEIGH N.C.

MARCH 18, 2025

**DIVISION 12** 

C204938 45798.3.1 STATE FUNDED CLEVELAND B-5845

PROPOSAL LENGTH 0.369 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #220025 OVER BUFFALO CREEK ON SR-2033 (OAK GROVE ROAD).

EST CONST PROGRESS.... FY-2025...17% OF BID

FY-2026...75% OF BID FY-2027...08% OF BID

RPN 006 6 BIDDER(S) DBE GOAL 3.00 %

ESTIMATE 4,905,070.00

DATE AVAILABLE APR 28 2025

INTER COMPLETION OCT 01 2026 COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION OR

PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION MAR 30 2027

|  | \$ TOTALS    | % DIFF |  |
|--|--------------|--------|--|
| SMITH-ROWE, LLC MOUNT AIRY, NC                   | 5,199,739.83 | +6.0   |  |
| KEMP SIGMON CONSTRUCTION CO INC CLAREMONT, NC    | 5,652,404.94 | +15.2  |  |
| BLYTHE CONSTRUCTION INC CHARLOTTE, NC            | 5,688,924.05 | +16.0  |  |
| DANE CONSTRUCTION LLC MOORESVILLE, NC            | 6,079,413.40 | +23.9  |  |
| CATON CONSTRUCTION GROUP INC CHARLOTTESVILLE, VA | 6,614,235.21 | +34.8  |  |
| MASTEC CIVIL, LLC MEDLEY, FL                     | 7,800,866.80 | +59.0  |  |



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### NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

### **DIVISION OF HIGHWAYS**

RALEIGH N.C.

MARCH 18, 2025

**DIVISION 13** 

C204766 48088.3.1 STATE FUNDED MADISON B-5895

PROPOSAL LENGTH 0.322 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURES.

LOCATION BRIDGE #560067 OVER THE FRENCH BROAD RIVER ON US-25/70.

EST CONST PROGRESS.... FY-2025...07% OF BID

FY-2026...41% OF BID FY-2027...31% OF BID FY-2028...19% OF BID FY-2029...02% OF BID

RPN 007 8 BIDDER(S) DBE GOAL 2.00 %

ESTIMATE 14,181,029.61

DATE AVAILABLE APR 28 2025

INTER COMPLETION SEP 01 2028 COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION OR

PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION FEB 28 2029

| \$ TOTALS     | % DIFF  |
|---------------|---|
| 16,777,527.27 | +18.3   |
| 17,651,097.05 | +24.5   |
| 17,869,963.20 | +26.0   |
| 18,752,931.49 | +32.2   |
| 19,992,194.50 | +41.0   |
| 20,199,284.14 | +42.4   |
| 21,501,396.33 | +51.6   |
| 22,228,868.30 | +56.8   |
|               | 16,777,527.27<br>17,651,097.05<br>17,869,963.20<br>18,752,931.49<br>19,992,194.50<br>20,199,284.14<br>21,501,396.33 |



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# HIGHWAY LETTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH N.C.

MARCH 18, 2025 DIVISION 13 PAGE: 8 of 12 ITEM C

C205064 18313.1059106.PR HELENE MCDOWELL

PROPOSAL LENGTH MILES

TYPE OF WORK ROADWAY AND BRIDGE CONSTRUCTION (EXPRESS DESIGN BUILD).

LOCATION BRIDGE #580058 OVER MACKEY CREEK ON US-70.

EST CONST PROGRESS.... FY-2025...07% OF BID

FY-2026...83% OF BID FY-2027...10% OF BID

RPN 009 3 BIDDER(S) DBE GOAL 4.00 %

ESTIMATE 4,992,500.00

DATE AVAILABLE APR 28 2025 FINAL COMPLETION OCT 01 2026



# HIGHWAY LETTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH N.C.

MARCH 18, 2025 DIVISION 13 PAGE: 9 of 12 ITEM C

C205047

DF18313.2011188.PR, DF18313.2011271.PR, DF18313.2011278.PR

HELENE BUNCOMBE

PROPOSAL LENGTH MILES

TYPE OF WORK ROADWAY AND BRIDGE CONSTRUCTION (EXPRESS DESIGN BUILD).

LOCATION BRIDGE #100115 ON SR-2789, BRIDGE #100308 ON SR-2419, AND BRIDGE #100380 ON SR-

2432.

EST CONST PROGRESS.... FY-2025...07% OF BID

FY-2026...80% OF BID FY-2027...13% OF BID

RPN 010 2 BIDDER(S) DBE GOAL 4.00 %

ESTIMATE 8,183,000.00

DATE AVAILABLE APR 28 2025 FINAL COMPLETION NOV 01 2026

\$ TOTALS % DIFF

 R E BURNS & SONS CO INC STATESVILLE, NC
 6,151,245.00
 -24.8

 DANE CONSTRUCTION LLC MOORESVILLE, NC
 7,234,960.00
 -11.6

**AWARDED** 

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

# RALEIGH N.C.

MARCH 18, 2025

**DIVISION 13** 

C205030

DF18313.2100031.PR, DF18313.2100312.PR

HELENE YANCEY

PROPOSAL LENGTH MILES

TYPE OF WORK ROADWAY AND BRIDGE CONSTRUCTION (EXPRESS DESIGN BUILD).

LOCATION BRIDGE #990173 OVER MIDDLE CREEK ON SR-1159, AND BRIDGE #990156 OVER COLBERT

CREEK ON SR-1158.

EST CONST PROGRESS.... FY-2025...07% OF BID

FY-2026...80% OF BID FY-2027...13% OF BID

RPN 011 3 BIDDER(S) DBE GOAL 4.00 %

ESTIMATE 4,225,520.00

DATE AVAILABLE APR 28 2025 FINAL COMPLETION NOV 01 2026



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# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

### **DIVISION OF HIGHWAYS**

RALEIGH N.C.

MARCH 18, 2025

**DIVISION 13** 

C205065

DF18313.2100309.PR, DF18313.2100411.PR, DF18313.2100412.PR, DF18313.2100413.PR

HFI FNF

YANCEY

PROPOSAL LENGTH MILES

TYPE OF WORK ROADWAY AND BRIDGE CONSTRUCTION (EXPRESS DESIGN BUILD).

LOCATION BRIDGE #990157 OVER ELK SHOAL CREEK ON SR-1388 AND BRIDGES #990233, #990192,

AND #990193 OVER PIGPEN CREEK ON SR-1333.

EST CONST PROGRESS.... FY-2025...07% OF BID

FY-2026...80% OF BID FY-2027...13% OF BID

RPN 012 3 BIDDER(S) DBE GOAL 4.00 %

ESTIMATE 5,104,875.00

DATE AVAILABLE APR 28 2025 FINAL COMPLETION NOV 01 2026

 DANE CONSTRUCTION LLC MOORESVILLE, NC
 4,958,190.00
 -2.9

 BUCKEYE BRIDGE LLC CANTON, NC
 4,966,000.00
 -2.7

 CROWDER CONSTRUCTION COMPANY CHARLOTTE, NC
 6,150,370.43
 +20.5



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# HIGHWAY LETTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

# DIVISION OF HIGHWAYS RALEIGH N.C.

MARCH 18, 2025 DIVISION 14

C205060

2025CPT.14.08.10201, 2025CPT.14.08.10871

STATE FUNDED CHEROKEE, SWAIN

PROPOSAL LENGTH 18.190 MILES

TYPE OF WORK MILLING, AND RESURFACING.

LOCATION 2 SECTIONS OF US-19.

EST CONST PROGRESS.... FY-2025...16% OF BID

FY-2026...73% OF BID FY-2027...11% OF BID

RPN 008 2 BIDDER(S) DBE GOAL 5.00 %

ESTIMATE 6,595,551.00

DATE AVAILABLE APR 28 2025 FINAL COMPLETION OCT 15 2026

\$ TOTALS % DIFF

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ITEM C

SITE DEVELOPMENT CORPORATION CLIFFSIDE, NC 5,492,217.24 -16.7
APAC ATLANTIC INC ASHEVILLE DIVISION ASHEVILLE, NC 5,795,277.26 -12.1

ESTIMATE TOTAL 132,886,755.61

LETTING TOTAL 116,836,733.19 -12.1

**PENDING** 

# NCDOT April 2025 Board of Transportation Agenda

According to Executive Order No. 2 and G. S. 143B-350 (g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to award contracts to private firms for engineering services.

# **Professional Services Management**

# **Chief Operating Officer**

# <u>Chief Engineer – Divisions 1-7</u>

The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only

| DIVISIONS 1-7              |  |
|----------------------------|--|
| Description of work:       | 2022 Eastern Divisions (1-7) Planning and Design Engineering Services Consultant (PDSC) and General Engineering Services Consultant (GESC) LSC |
| Firm:                      | H W Lochner Inc, Raleigh, NC   |
| Original Engineering Fee:  | \$1,500,000.00   |
| Previous Supplemental Fee: | \$2,500,000.00   |
| Supplemental Fee:          | \$1,000,000.00   |
| SPSF Utilization:          | Axiom Environmental Inc  |
|                            | 6% / \$60,000.00   |
| SPSF Utilization:          | Sungate Design Group PA  |
|                            | 6% / \$60,000.00   |
| SPSF Utilization:          | Falcon Engineering Inc   |
|                            | 3% / \$30,000.00   |
| SPSF Utilization:          | The Wooten Company   |
|                            | 4% / \$40,000.00   |
| SPSF Utilization:          | Right of Way Consultants LLC   |
|                            | 4% / \$40,000.00   |
| DBE/MBE/SPSF Utilization:  | Accelerate Engineering PLLC  |
|                            | 3% / \$30,000.00   |
| Description of work:       | 2022 Eastern Divisions (1-7) Planning and  |
| -                          | Design Engineering Services Consultant   |
|                            | (PDSC) and General Engineering Services  |
|                            | Consultant (GESC) LSC  |
|                            |  |

| Description of work:       | 2022 Eastern Divisions (1-7) Planning and   |
|----------------------------|---|
| •                          | Design Engineering Services Consultant      |
|                            | (PDSC) and General Engineering Services     |
|                            | Consultant (GESC) LSC                       |
| Firm:                      | Transystems Corporation, Chicago, IL        |
| Original Engineering Fee:  | \$3,000,000.00                              |
| Previous Supplemental Fee: | \$1,000,000.00                              |
| Supplemental Fee:          | \$2,000,000.00                              |
| SPSF Utilization:          | Parrish and Partners of North Carolina PLLC |
|                            | 2% / \$40,000.00                            |
| SPSF Utilization:          | Carolina Transportation Engineers &         |
|                            | Associates PC                               |
|                            | 3% / \$60,000.00                            |
| SPSF Utilization:          | Hinde Engineering Inc                       |
|                            | 1% / \$20,000.00                            |
| SPSF Utilization:          | Catlin Engineers and Scientists             |
|                            | 1% / \$20,000.00                            |
|                            |   |
| Firm:                      | WSP USA Inc, Dallas, TX                     |
| Original Engineering Fee:  | \$1,500,000.00                              |
| Supplemental Fee:          | \$1,000,000.00                              |
| DBE/WBE/SPSF Utilization:  | Three Oaks Engineering Inc                  |
|                            | 1% / \$10,000.00                            |
| SPSF Utilization:          | Utility Coordination Consultants LLC        |
|                            | 2% / \$20,000.00                            |

# **Chief Engineer - Statewide**

The following is a supplemental contract to a previous contract approved by the Board with the same engineering firm. This supplemental contract was necessary due to approved additional work that was unknown at the inception and is required of the firm to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                  |   |
|----------------------------|---|
| Description of work:       | 2023 SPSF-Only Planning and Design ENG    |
|                            | SRVCS CONS (PDSC)                         |
| Firm:                      | Vias Infrastructure PLLC, Wake Forest, NC |
| Original Engineering Fee:  | \$500,000.00                              |
| Previous Supplemental Fee: | \$1,250,000.00                            |
| Supplemental Fee:          | \$400,000.00                              |
| DBE/MBE/SPSF Utilization:  | 100%                                      |

### **Chief Engineer - Statewide**

The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                  |   |
|----------------------------|---|
| Description of work:       | 2023 Statewide On-Call Construction Engineering   |
| Description of work.       | and Inspection Services LSC                       |
| Firm:                      | HDR Engineering Inc of the Carolinas, Chicago, IL |
|                            |   |
| Original Engineering Fee:  | \$2,000,000.00                                    |
| Previous Supplemental Fee: | \$3,000,000.00                                    |
| Supplemental Fee:          | \$10,000,000.00                                   |
| SPSF Utilization:          | Impact Designs Inc                                |
|                            | 10% / \$1,000,000.00                              |
| Description of work:       | 2023 Statewide On-Call Construction Engineering   |
| Description of work.       | and Inspection Services LSC                       |
| Firm:                      | Kisinger Campo & Associates Corp, Tampa, FL       |
| Original Engineering Fee:  | \$15,000,000.00                                   |
| Previous Supplemental Fee: | \$10,000,000.00                                   |
| Supplemental Fee:          | \$10,000,000.00                                   |
| SPSF Utilization:          | 0%  |
|                            |   |
| Description of work:       | 2023 Statewide On-Call Construction Engineering   |
|                            | and Inspection Services LSC                       |
| Firm:                      | S&ME Inc, Pittsburgh, PA                          |
| Original Engineering Fee:  | \$10,000,000.00                                   |
| Supplemental Fee:          | \$10,000,000.00                                   |
| SPSF Utilization:          | Arete Engineers PLLC                              |
|                            | 10% / \$1,000,000.00                              |
|                            |   |
| Description of work:       | 2023 Statewide On-Call Construction Engineering   |
|                            | and Inspection Services LSC                       |
| Firm:                      | Wetherill Engineering Inc, Raleigh, NC            |
| Original Engineering Fee:  | \$5,000,000.00                                    |
| Supplemental Fee:          | \$5,000,000.00                                    |
| SPSF Utilization:          | 100%  |

### **Chief Engineer – Technical Services Division**

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for Support for Digital Delivery on an as needed basis for various federal-aid and state funded projects to support the Technical Services Division. These contracts will expire Two (2) years with Three (3) possible One (1) year extensions after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                |   |
|--------------------------|---|
| Description of Work:     | 2025 PEF Support for Digital Delivery LSC           |
| Firm:                    | RS&H Architects Engineers Planners Inc, Atlanta, GA |
| Maximum Engineering Fee: | \$2,000,000.00                                      |
| SPSF Utilization:        | Spatial Data Consultants Inc                        |
|                          | 1% / \$20,000.00                                    |

# **Chief Engineer – Utilities Unit**

The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                 |  |
|---------------------------|--|
| Description of work:      | 2022 Utilities (Design, Coordination and |
| ·                         | Encroachments) LSC                       |
| Firm:                     | Davis Martin Powell, High Point, NC      |
| Original Engineering Fee: | \$400,000.00                             |
| Supplemental Fee:         | \$400,000.00                             |
| SPSF Utilization:         | 100%                                     |
|                           |  |
| Description of work:      | 2022 Utilities (Design, Coordination and |
|                           | Encroachments) LSC                       |
| Firm:                     | T2 Utility Engineers, Dallas, TX         |
| Original Engineering Fee: | \$400,000.00                             |
| Supplemental Fee:         | \$200,000.00                             |
| SPSF Utilization:         | 0%                                       |

# Chief Engineer - Project Management Unit

The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only

| STATEWIDE                 |   |
|---------------------------|---|
| Description of work:      | 2023 Project Management Unit Planning and |
|                           | Design ENG SRVCS CONS (PDSC) and GEN      |
|                           | ENG SRVCS CONS (GESC) LSC                 |
| Firm:                     | Dewberry Engineers Inc, Philadelphia, PA  |
| Original Engineering Fee: | \$4,000,000.00                            |
| Supplemental Fee:         | \$2,000,000.00                            |
| SPSF Utilization:         | Patriot Transportation Engineering PLLC   |
|                           | 2% / \$40,000.00                          |
| SPSF Utilization:         | Tomo Engineering PLLC                     |
|                           | 1% / \$20,000.00                          |
| DBE/MBE/SPSF Utilization: | Vias Infrastructure PLLC                  |
|                           | 1% / \$20,000.00                          |

| Description of work:                         | 2023 Project Management Unit Planning and      |
|--|--|
|  | Design ENG SRVCS CONS (PDSC) and GEN           |
| Firms  | ENG SRVCS CONS (GESC) LSC                      |
| Firm:  | JMT, Hunt Valley, MD                           |
| Original Engineering Fee:                    | \$2,000,000.00                                 |
| Previous Supplemental Fee: Supplemental Fee: | \$3,000,000.00<br>\$2,000,000.00               |
| SPSF Utilization:                            | MI Engineering PLLC                            |
| SPSF Utilization.                            | 2.5% / \$50,000.00                             |
| SPSF Utilization:                            | Parrish and Partners of North Carolina PLLC    |
| SFSI Utilization.                            | 2.5% / \$50,000.00                             |
| DBE/MBE/SPSF Utilization:                    | Public Participation Partners LLC              |
| DBE/MBE/OF OF Chileation.                    | 1% / \$20,000.00                               |
| SPSF Utilization:                            | Wetherill Engineering Inc                      |
| or or oungation                              | 8.5% / \$170,000.00                            |
| SPSF Utilization:                            | The Wooten Company                             |
|  | 3% / \$60,000.00                               |
|  |  |
| Description of work:                         | 2023 Project Management Unit Planning and      |
| ·  | Design ENG SRVCS CONS (PDSC) and GEN           |
|  | ENG SRVCS CONS (GESC) LSC                      |
| Firm:  | Kimley Horn & Associates Inc, Atlanta, GA      |
| Original Engineering Fee:                    | \$4,000,000.00                                 |
| Supplemental Fee:                            | \$2,000,000.00                                 |
| DBE/WBE/SPSF Utilization:                    | Three Oaks Engineering Inc                     |
|  | 19.10% / \$382,000.00                          |
| SPSF Utilization:                            | Patriot Transportation Engineering PLLC        |
|  | 6.60% / \$132,000.00                           |
| SPSF Utilization:                            | Falcon Engineering Inc                         |
|  | 2.3% / \$46,000.00                             |
| SPSF Utilization:                            | Wetherill Engineering Inc                      |
|  | 10% / \$200,000.00                             |
| DBE/WBE/SPSF Utilization:                    | New South Associates Inc                       |
|  | 1% / \$20,000.00                               |
|  |  |
| Description of work:                         | 2023 Project Management Unit Planning and      |
|  | Design ENG SRVCS CONS (PDSC) and GEN           |
|  | ENG SRVCS CONS (GESC) LSC                      |
| Firm:  | Moffatt & Nichol Incorporated, Los Angeles, CA |
| Original Engineering Fee:                    | \$2,000,000.00                                 |
| Supplemental Fee:                            | \$2,000,000.00                                 |

| DBE/MBE/SPSF Utilization: | Accelerate Engineering PLLC  |
|---------------------------|--|
|                           | 1% / \$20,000.00   |
| SPSF Utilization:         | Axiom Environmental Inc  |
|                           | 1% / \$20,000.00   |
| SPSF Utilization:         | Falcon Engineering Inc   |
|                           | 1% / \$20,000.00   |
| DBE/WBE/SPSF Utilization: | New South Associates Inc   |
|                           | 1% / \$20,000.00   |
| SPSF Utilization:         | The Wooten Company   |
|                           | 1% / \$20,000.00   |
|                           |  |
| Description of work:      | 2023 Project Management Unit Planning and<br>Design ENG SRVCS CONS (PDSC) and GEN<br>ENG SRVCS CONS (GESC) LSC |
| Firm:                     | RS&H Architects Engineers Planners, Atlanta, GA  |
| Original Engineering Fee: | \$4,000,000.00   |
| Supplemental Fee:         | \$2,000,000.00   |
| SPSF Utilization:         | Carolina Ecosystems Inc  |
|                           | 3% / \$60,000.00   |
| SPSF Utilization:         | Clearbox Forecast Group PLLC   |
|                           | 1% / \$20,000.00   |
| SPSF Utilization:         | Falcon Engineering Inc   |
|                           | 3% / \$60,000.00   |
| DBE/WBE/SPSF Utilization: | Robbins & DeWitt LLC   |
|                           | 3% / \$60,000.00   |
|                           |  |
| Description of work:      | 2023 Project Management Unit Planning and Design ENG SRVCS CONS (PDSC) and GEN ENG SRVCS CONS (GESC) LSC       |
| Firm:                     | Stewart, Philadelphia, PA  |
| Original Engineering Fee: | \$2,000,000.00   |
| Supplemental Fee:         | \$2,000,000.00   |
| SPSF Utilization:         | Sungate Design Group PA  |
|                           | 4% / \$80,000.00   |
| SPSF Utilization:         | The Wooten Company   |
|                           | 2% / \$40,000.00   |
| SPSF Utilization:         | Patriot Transportation Engineering PLLC  |
|                           | 2% / \$40,000.00   |
| SPSF Utilization:         | Right of Way Consultants LLC   |
|                           | 1% / \$20,000.00   |
| DBE/WBE/SPSF Utilization: | Richard Grubb and Associates Inc   |
|                           | 1% / \$20,000.00   |
| DBE/WBE/SPSF Utilization: | New South Associates Inc   |
|                           | 1% / \$20,000.00   |

# **Deputy Secretary for Multi-Modal Transportation—Rail Division**

The following is a supplemental contract to a previous contract approved by the Board with the same engineering firm. This supplemental contract was necessary due to approved additional work that was unknown at the inception and is required of the firm to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                 |   |
|---------------------------|---|
| Description of work:      | 2024 Rail Program Delivery LSC              |
| Firm:                     | Pinecone Transportation Professionals PLLC, |
|                           | Fuquay Varina, NC                           |
| Original Engineering Fee: | \$500,000.00                                |
| Supplemental Fee:         | \$4,500,000.00                              |
| SPSF Utilization:         | 100%  |

# **Deputy Secretary for Multi-Modal Transportation – Rail Division**

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for Rail Crossing Safety on an as needed basis for various federal-aid and state funded projects to support the Rail Division. These contracts will expire Three (3) years with Two (2) possible One (1) year extensions after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                 |   |
|---------------------------|---|
| Description of Work:      | 2025 Rail Crossing Safety LSC                   |
| Firm:                     | A Morton Thomas & Associates Inc, Rockville, MD |
| Maximum Engineering Fee:  | \$2,000,000.00                                  |
| DBE/WBE/SPSF Utilization: | Three Oaks Engineering Inc                      |
|                           | 9% / \$180,000.00                               |
| SPSF Utilization:         | Wetherill Engineering Inc                       |
|                           | 11% / \$220,000.00                              |
| SPSF Utilization:         | Exult Engineering PC                            |
|                           | 2% / \$40,000.00                                |
| SPSF Utilization:         | TOMO Engineering                                |
|                           | 8% / \$160,000.00                               |
|                           |   |
| Description of Work:      | 2025 Rail Crossing Safety LSC                   |
| Firm:                     | Benesch, Chicago, IL                            |
| Maximum Engineering Fee:  | \$1,750,000.00                                  |
| SPSF Utilization:         | Thigpen Engineering & Consulting, PLLC          |
|                           | 3% / \$52,500.00                                |
| SPSF Utilization:         | Wetherill Engineering Inc                       |
|                           | 6% / \$105,000.00                               |
|                           |   |
| Description of Work:      | 2025 Rail Crossing Safety LSC                   |

| Firm:                         | H W Lochner Inc, Raleigh, NC                       |
|-------------------------------|--|
| Maximum Engineering Fee:      | \$1,500,000.00                                     |
| SPSF Utilization:             | Exult Engineering PC                               |
|                               | 14% / \$210,000.00                                 |
| SPSF Utilization:             | Pinecone Transportation Professionals PLLC         |
|                               | 1% / \$15,000.00                                   |
| SPSF Utilization:             | Sungate Design Group PA                            |
|                               | 12.5% / \$187,500                                  |
| DBE/WBE/SPSF Utilization:     | Three Oaks Engineering Inc                         |
|                               | 13% / \$195,000.00                                 |
| Description of Work:          | 2025 Rail Crossing Safety LSC                      |
| Firm:                         | HNTB North Carolina, Raleigh, NC                   |
| Maximum Engineering Fee:      | \$1,500,000.00                                     |
| DBE/WBE/MBE/SPSF Utilization: | Hinde Engineering Inc                              |
| DBE/WBE/WBE/31 31 Guilleaugh. | 10% / \$150,000.00                                 |
| SPSF Utilization:             | Falcon Engineering Inc                             |
| Of Othization.                | 8% / \$120,000.00                                  |
|                               | 070 7 \$120,000.00                                 |
| Description of Work:          | 2025 Rail Crossing Safety LSC                      |
| Firm:                         | KCI Associates of North Carolina PA, Baltimore, MD |
| Maximum Engineering Fee:      | \$1,750,000.00                                     |
| SPSF Utilization:             | 0%   |
| Description of Work:          | 2025 Rail Crossing Safety LSC                      |
| Firm:                         | Kimley Horn & Associates Inc, Atlanta, GA          |
| Maximum Engineering Fee:      | \$2,000,000.00                                     |
| SPSF Utilization:             | Falcon Engineering Inc                             |
|                               | 10% / \$200,000.00                                 |
| SPSF Utilization:             | KPR Engineering, PLLC                              |
|                               | 2% / \$40,000.00                                   |
|                               |  |
| Description of Work:          | 2025 Rail Crossing Safety LSC                      |
| Firm:                         | KPR Engineering, PLLC, Hubert, NC                  |
| Maximum Engineering Fee:      | \$1,000,000.00                                     |
| SPSF Utilization:             | 100%   |
|                               | 0005 P 110   |
| Description of Work:          | 2025 Rail Crossing Safety LSC                      |
| Firm:                         | Mead & Hunt Inc, Middleton, WI                     |
| Maximum Engineering Fee:      | \$1,250,000.00                                     |
| DBE/WBE/SPSF Utilization:     | Enigma Engineering, PLLC                           |
|                               | 8% / \$100,000.00                                  |
| Description of Work:          | 2025 Rail Crossing Safety LSC                      |
|                               |  |

| Maximum Engineering Fee: \$5,400,000.00  SPSF Utilization: Axiom Environmental Inc  1% / \$54,000.00  SPSF Utilization: Falcon Engineering Inc  1% / \$54,000.00  SPSF Utilization: Patriot Transportation Engineering PLLC  1% / \$54,000.00  SPSF Utilization: TOMO Engineering  1% / \$54,000.00  SPSF Utilization: TOMO Engineering  1% / \$54,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: RK & K, Raleigh, NC  Maximum Engineering Fee: \$2,300,000.00  DBE/MBE/SPSF Utilization: Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/MBE/SPSF Utilization: Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization: Hinde Engineering Inc  10% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: Under Carolinas Gafety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: Under Carolinas Car | Firm:                         | Mott Macdonald I & E LLC, Pittsburgh, PA     |
|---|-------------------------------|--|
| SPSF Utilization:  Axiom Environmental Inc  11% / \$54,000.00  SPSF Utilization:  Falcon Engineering Inc  11% / \$54,000.00  SPSF Utilization:  Patriot Transportation Engineering PLLC  11% / \$54,000.00  SPSF Utilization:  TOMO Engineering  11% / \$54,000.00  SPSF Utilization:  TOMO Engineering  11% / \$54,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Rk & K, Raleigh, NC  Maximum Engineering Fee:  \$2,300,000.00  DBE/MBE/SPSF Utilization:  Accelerate Engineering PLLC  21% / \$46,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee:  \$1,000,000.00  SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC   |                               |  |
| 1% / \$54,000.00  SPSF Utilization: Falcon Engineering Inc  1% / \$54,000.00  SPSF Utilization: Patriot Transportation Engineering PLLC  1% / \$54,000.00  SPSF Utilization: TOMO Engineering  1% / \$54,000.00  SPSF Utilization: TOMO Engineering  1% / \$54,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: RK & K, Raleigh, NC  Maximum Engineering Fee: \$2,300,000.00  DBE/MBE/SPSF Utilization: Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee: \$1,000,000.00  SPSF Utilization: Sungate Design Group PA  8% / \$80,000.00  DBE/MBE/SPSF Utilization: Hinde Engineering Inc  10% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  |                               |  |
| SPSF Utilization:    Falcon Engineering Inc   19%   |                               |  |
| 1%  | SPSF Utilization:             | •  |
| SPSF Utilization:  Patriot Transportation Engineering PLLC  1% / \$54,000.00  SPSF Utilization:  TOMO Engineering  1% / \$54,000.00  Description of Work:  Elim:  RK & K, Raleigh, NC  Maximum Engineering Fee:  S2,300,000.00  DBE/MBE/SPSF Utilization:  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work:  Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee:  \$1,000,000.00  SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  TGS Engineering Inc  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC   |                               |  |
| 1%  | SPSF Utilization:             |  |
| SPSF Utilization:  TOMO Engineering  1% / \$54,000.00  Description of Work:  RK & K, Raleigh, NC  Maximum Engineering Fee:  \$2,300,000.00  DEE/MBE/SPSF Utilization:  Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work:  Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee:  \$1,000,000.00  SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DEE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Tree Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  |                               |  |
| Description of Work:                    | SPSF Utilization:             | • •  |
| Description of Work:  Firm:  RK & K, Raleigh, NC  Maximum Engineering Fee: \$2,300,000.00  DBE/MBE/SPSF Utilization:  Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm: Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee: \$1,000,000.00  SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA  |                               |  |
| Firm:  RK & K, Raleigh, NC  Maximum Engineering Fee:  \$2,300,000.00  Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work:  Elim:  Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee:  \$1,000,000.00  SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  VHB Engineering NC PC, Boston, MA   |                               |  |
| Maximum Engineering Fee: \$2,300,000.00  DBE/MBE/SPSF Utilization: Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee: \$1,000,000.00  SPSF Utilization: Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization: Hinde Engineering Inc  10% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  Description of Work: \$1,000,000.00   | Description of Work:          | 2025 Rail Crossing Safety LSC                |
| DBE/MBE/SPSF Utilization:  Accelerate Engineering PLLC  2% / \$46,000.00  Description of Work:  Firm: Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee: \$1,000,000.00  SPSF Utilization: Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization: Hinde Engineering Inc  10% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: \$2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA   | Firm:                         | RK & K, Raleigh, NC                          |
| Description of Work:  Description of Work:  Description of Work:  Stantec Consulting Services Inc, Chicago, IL  Maximum Engineering Fee:  \$1,000,000.00  SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  VHB Engineering NC PC, Boston, MA   | Maximum Engineering Fee:      | \$2,300,000.00                               |
| Description of Work:    2025 Rail Crossing Safety LSC   | DBE/MBE/SPSF Utilization:     | Accelerate Engineering PLLC                  |
| Firm:    Stantec Consulting Services Inc, Chicago, IL   |                               | 2% / \$46,000.00                             |
| Firm:    Stantec Consulting Services Inc, Chicago, IL   |                               |  |
| Maximum Engineering Fee: \$1,000,000.00  SPSF Utilization: Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization: Hinde Engineering Inc  10% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%   | Description of Work:          | 2025 Rail Crossing Safety LSC                |
| SPSF Utilization:  Sungate Design Group PA  8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization:  VHB Engineering NC PC, Boston, MA  | Firm:                         | Stantec Consulting Services Inc, Chicago, IL |
| B8% / \$80,000.00  DBE/WBE/MBE/SPSF Utilization: Hinde Engineering Inc  10% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: \$1,000,000.00   | Maximum Engineering Fee:      | \$1,000,000.00                               |
| DBE/WBE/MBE/SPSF Utilization:  Hinde Engineering Inc  10% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA  | SPSF Utilization:             | Sungate Design Group PA                      |
| Description of Work:  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA   |                               | 8% / \$80,000.00                             |
| Description of Work:  Firm:  TGS Engineers, Shelby, NC  Maximum Engineering Fee:  \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA   | DBE/WBE/MBE/SPSF Utilization: | Hinde Engineering Inc                        |
| Firm:  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA  |                               | 10% / \$100,000.00                           |
| Firm:  Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA  |                               |  |
| Maximum Engineering Fee: \$2,000,000.00  SPSF Utilization: Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization: Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work: 2025 Rail Crossing Safety LSC  Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA   |                               |  |
| SPSF Utilization:  Carolinas Geotechnical Group PLLC  10% / \$200,000.00  SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  \$1,000,000.00  VHB Engineering NC PC, Boston, MA   |                               |  |
| SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA   |                               |  |
| SPSF Utilization:  Sage Ecological Services, Inc.  5% / \$100,000.00  Description of Work:  2025 Rail Crossing Safety LSC  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA  | SPSF Utilization:             |  |
| Description of Work:  Description of Work:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  VHB Engineering NC PC, Boston, MA   |                               | ·      |
| Description of Work:  Firm:  Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee:  \$1,000,000.00  DBE/WBE/SPSF Utilization:  100%  Description of Work:  2025 Rail Crossing Safety LSC  Firm:  VHB Engineering NC PC, Boston, MA   | SPSF Utilization:             |  |
| Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA  |                               | 5% / \$100,000.00                            |
| Firm: Three Oaks Engineering Inc, Durham, NC  Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA  | Description of Work:          | 2025 Rail Crossing Safety LSC                |
| Maximum Engineering Fee: \$1,000,000.00  DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA  | <u> </u>                      |  |
| DBE/WBE/SPSF Utilization: 100%  Description of Work: 2025 Rail Crossing Safety LSC  Firm: VHB Engineering NC PC, Boston, MA   |                               |  |
| Description of Work: 2025 Rail Crossing Safety LSC Firm: VHB Engineering NC PC, Boston, MA  | 3 3                           |  |
| Firm: VHB Engineering NC PC, Boston, MA   | DBL/WBL/SI SI Ottilization.   | 10070  |
| Firm: VHB Engineering NC PC, Boston, MA   | Description of Work:          | 2025 Rail Crossing Safety LSC                |
|   | -                             | · · · · · · · · · · · · · · · · · · ·        |
|   |                               |  |

| SPSF Utilization:        | Falcon Engineering Inc        |
|--------------------------|-------------------------------|
|                          | 3.5% / \$52,500               |
| SPSF Utilization:        | The Wooten Company            |
|                          | 6% / \$90,000.00              |
|                          |                               |
| Description of Work:     | 2025 Rail Crossing Safety LSC |
| Firm:                    | WGI Inc, West Palm Beach, FL  |
| Maximum Engineering Fee: | \$6,000,000.00                |
| SPSF Utilization:        | 0%                            |

# **Deputy Secretary for Multi-Modal Transportation—Rail Division**

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for Rail Planning General Services and Rail Strategic Initiatives on an as needed basis for various federal-aid and state funded projects to support the Rail Division. These contracts will expire Three (3) years with Two (2) possible One (1) year extensions after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

| STATEWIDE                 |   |
|---------------------------|---|
| Description of Work:      | 2025 Rail Planning General Services and Rail      |
|                           | Strategic Initiatives LSC                         |
| Firm:                     | AECOM Technical Services of North Carolina Inc,   |
|                           | Chicago, IL                                       |
| Maximum Engineering Fee:  | \$2,500,000.00                                    |
| SPSF Utilization:         | Pinecone Transportation Professionals PLLC        |
|                           | 10% / \$250,000.00                                |
| Description of Work:      | 2025 Rail Planning General Services and Rail      |
| 2                         | Strategic Initiatives LSC                         |
| Firm:                     | Dewberry Engineers Inc, Philadelphia, PA          |
| Maximum Engineering Fee:  | \$2,500,000.00                                    |
| DBE/WBE/SPSF Utilization: | Rheia Consulting LLC                              |
|                           | 30% / \$750,000.00                                |
| Description of Work:      | 2025 Rail Planning General Services and Rail      |
|                           | Strategic Initiatives LSC                         |
| Firm:                     | HDR Engineering Inc of the Carolinas, Chicago, IL |
| Maximum Engineering Fee:  | \$2,500,000.00                                    |
| DBE/MBE/SPSF Utilization: | Acuity Design Group, Inc                          |
|                           | 7% / \$175,000.00                                 |
|                           |   |

| Description of Work:                        | 2025 Rail Planning General Services and Rail                           |
|---|--|
| Firm:                                       | Strategic Initiatives LSC HNTB North Carolina PC, Raleigh, NC          |
|   | \$2,500,000.00   |
| Maximum Engineering Fee:  SPSF Utilization: | 0%   |
| SPSF Utilization:                           | 0%   |
| Description of Work:                        | 2025 Rail Planning General Services and Rail Strategic Initiatives LSC |
| Firm:                                       | Jacobs Engineering Group Inc, St Louis, MO                             |
| Maximum Engineering Fee:                    | \$2,500,000.00   |
| DBE/WBE/SPSF Utilization:                   | CES Group Engineers LLP  |
|   | 4% / \$100,000.00  |
| SPSF Utilization:                           | Just Cities Collective LLC   |
|   | 4% / \$100,000.00  |
| DBE/MBE/SPSF Utilization:                   | Tate Consulting TC LLC   |
|   | 4% / \$100,000.00  |
| DBE/MBE/SPSF Utilization:                   | Acuity Design Group, Inc   |
|   | 4% / \$100,000.00  |
|   |  |
| Description of Work:                        | 2025 Rail Planning General Services and Rail                           |
| Firm:                                       | Strategic Initiatives LSC  |
|   | KPMG LLP, Montvale, NJ   |
| Maximum Engineering Fee:                    | \$2,000,000.00   |
| DBE/MBE/SPSF Utilization:                   | Baseline Mobility Group Inc 3% / \$60.000.00                           |
|   | 7                                |
| DBE/WBE/SPSF Utilization:                   | Goins Sweitzer Engineers and Consultants PLLC  3% / \$60,000.00        |
|   | 070 7  |
| Description of Work:                        | 2025 Rail Planning General Services and Rail Strategic Initiatives LSC |
| Firm:                                       | Michael Baker Engineering Inc, Pittsburgh, PA                          |
| Maximum Engineering Fee:                    | \$2,500,000.00   |
| SPSF Utilization:                           | American Engineering Associates Southeast PA                           |
|   | 10% / \$250,000.00   |
| Description of Warls                        | 2025 Bail Dianning Coneral Samisas and Bail                            |
| Description of Work:                        | 2025 Rail Planning General Services and Rail Strategic Initiatives LSC |
| Firm:                                       | Moffatt & Nichol Incorporated, Los Angeles, CA                         |
| Maximum Engineering Fee:                    | \$2,000,000.00   |
| SPSF Utilization:                           | 0%   |
| Description of Work:                        | 2025 Rail Planning General Services and Rail                           |
| Description of Work.                        | Strategic Initiatives LSC  |
| Firm:                                       | Mott MacDonald I & E LLC, Pittsburgh, PA                               |
| Maximum Engineering Fee:                    | \$7,000,000.00   |

| SPSF Utilization:         | J S Lane Company, LLC   |
|---------------------------|---|
|                           | 1% / \$70,000.00  |
| SPSF Utilization:         | Johnson & Knight Appraisal Services, Inc                                  |
|                           | 1% / \$70,000.00  |
| DBE/WBE/SPSF Utilization: | Rheia Consulting LLC  |
|                           | 1% / \$70,000.00  |
| Description of Work:      | 2025 Rail Planning General Services and Rail Strategic Initiatives LSC    |
| Firm:                     | Pinecone Transportation Professionals PLLC, Fuquay Varina, NC             |
| Maximum Engineering Fee:  | \$7,000,000.00  |
| SPSF Utilization:         | 100%  |
| Description of Work:      | 2025 Rail Planning General Services and Rail<br>Strategic Initiatives LSC |
| Firm:                     | Stantec Consulting Services Inc, Chicago, IL                              |
| Maximum Engineering Fee:  | \$2,500,000.00  |
| DBE/WBE/SPSF Utilization: | Rheia Consulting LLC  |
|                           | 16% / \$400,000.00  |
| DBE/MBE/SPSF Utilization: | Acuity Design Group, Inc  |
|                           | 7% / \$175,000.00   |
| Description of Work:      | 2025 Rail Planning General Services and Rail Strategic Initiatives LSC    |
| Firm:                     | VHB Engineering NC PC, Boston, MA   |
| Maximum Engineering Fee:  | \$2,500,000.00  |
| SPSF Utilization:         | Pinecone Transportation Professionals PLLC                                |
|                           | 7% / \$175,000.00   |
| DBE/WBE/SPSF Utilization: | Three Oaks Engineering Inc  |
|                           | 7% / \$175,000.00   |
| Description of Work:      | 2025 Rail Planning General Services and Rail Strategic Initiatives LSC    |
| Firm:                     | WGI Inc, West Palm Beach, FL  |
| Maximum Engineering Fee:  | \$6,500,000.00  |
| DBE/MBE/SPSF Utilization: | Acuity Design Group, Inc  |
|                           | 2% / \$130,000.00   |

### **END of ITEM D.**

### NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA Secondary Road Improvement Projects (Highway and Trust Funds)

According to G.S. 143B-350(g), the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve funds for Secondary Road Improvement projects.

### **Projects to Establish Funds:**

| Division<br>& County | Secondary Road<br>Number & Name | Project Description  | Amount      |
|----------------------|---------------------------------|--|-------------|
| Div 5<br>Wake        | 5C.092151<br>Penny St           | WBS 5C.092151<br>Grade, drain, base, & pave<br>Establish funds | \$78,571.43 |

### **Projects to Increase Funds:**

| Division<br>& County   | Secondary Road<br>Number & Name | Project Description   | Amount         |
|------------------------|---------------------------------|---|----------------|
| Division 6<br>Columbus | SR 1913B<br>Parameter Rd        | WBS 6C.024123<br>Grade, drain, base, & pave<br>Increase funds | \$60,000.00    |
| Division 6<br>Columbus | SR 1819<br>Justice Flynn Rd     | WBS 6C.024128<br>Grade, drain, base, & pave<br>Increase funds | \$200,000.00   |
| Division 11<br>Watauga | SR 1541B<br>Payne Branch Rd     | WBS 11C.095114 Grade, drain, base, & pave Increase funds      | \$1,108,571,43 |

### Item E Summary:

| 0 | Projects to Establish Funds    | \$78,571.43    |
|---|--------------------------------|----------------|
| 0 | Projects to Reopen and Fund    | \$0.00         |
| 1 | Projects to Increase Funds     | \$1,368,571.43 |
| 0 | Projects to Increase and Close | \$0.00         |
| 0 | Projects to Delete             | \$0.00         |
| 0 | Projects to Decrease           | \$0.00         |
| 0 | Projects to Decrease and Close | \$0.00         |

### NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA Funds Request

Division-wide Small Construction, Statewide Contingency, Public Access, Economic Development, High Impact/Low Cost

According to Executive Order No. 2 and G.S. 143B-350(g), the Board is requested to concur with staff recommendation and delegate authority to the Secretary to approve funds for specific Division-wide Small Construction / Statewide Contingency projects.

| Division<br>& County | Project Description  | Fund Type                          | Amount                       |
|----------------------|--|------------------------------------|------------------------------|
| Div 2<br>Pitt        | WBS 50974.3.16 Construct roundabout at NC-443 and US-264 Bypass ramp termini (both east and west) to reduce conflicting traffic movements for safety improvements (HS-2402O) Establish funds | High Impact /<br>Low Cost<br>TOTAL | \$812,500.00<br>\$812,500.00 |
| Div 4<br>Johnston    | WBS 51760 Construct approximately 500LF of curb and gutter along the south side of US 301 beginning near the intersection of Keed Rd and extend to Ford St in Four Oaks Establish funds      | Contingency                        | \$65,500.00<br>\$65,500.00   |
| Div 4<br>Wilson      | WBS 80134 Install traffic signal at intersection of I-95 northbound enter/exit ramps and US-264 Alt (Raleigh Rd Parkway) Establish funds   | High Impact /<br>Low Cost<br>TOTAL | \$240,000.00<br>\$240,000.00 |
| Div 5<br>Wake        | WBS 49929 Established (01/22) to install traffic signals and pedestrian crossing at SR 3109 (Brier Creek Parkway) and Iverness Drive / Macaw Street Increase & close                         | High Impact /<br>Low Cost<br>TOTAL | \$84,069.00<br>\$84,069.00   |
| Div 5<br>Warren      | WBS 49916 Established (12/21) for radius improvements at US 401 and US 158 Business in Warrenton. Increase funds   | High Impact /<br>Low Cost<br>TOTAL | \$200,000.00<br>\$200,000.00 |
| Div 6<br>Bladen      | WBS 51749 Complete 2' widening on various curves along SR 1336 (Owen Hill Rd) between NC 41 and NC 87 Establish funds  | High Impact /<br>Low Cost<br>TOTAL | \$123,750.00<br>\$123,750.00 |

### NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA Funds Request

## Division-wide Small Construction, Statewide Contingency, Public Access, Economic Development, High Impact/Low Cost

| Division<br>& County | Project Description  | Fund Type   | Amount                                      |
|----------------------|--|---|---|
| Div 6<br>Bladen      | WBS 51750 Complete 2' widening on various curves along SR 1318 (River Rd) between SR 1316 (Tar Heel Ferry Rd) and SR 1351 (Harmony Hall Rd) Establish funds                                    | High Impact /<br>Low Cost<br>TOTAL                | \$77,250.00<br>\$77,250.00                  |
| Div 6<br>Bladen      | WBS 51754 Complete paving of Ben Green Industrial Rd in the Elizabethtown Industrial Park adjacent to the Curtis L Brown Jr Field Airport Establish funds                                      | Economic<br>Development<br>Public Access<br>TOTAL | \$142,000.00<br>\$58,000.00<br>\$200,000.00 |
| Div 6<br>Cumberland  | WBS 44852.3.21 Established (06/23) to construct pedestrian crossing and pedestrian signal on Hay St / Morganton Rd at Fort Bragg Rd, Oakridge Ave, and Highland Ave Increase funds             | High Impact /<br>Low Cost<br>TOTAL                | \$122,575.00<br>\$122,575.00                |
| Div 6<br>Cumberland  | WBS 51752 Install a mid-block pedestrian crosswalk with supplemental signing, pavement markings, and median refuge island on SR 1404 (Morganton Rd) Establish funds                            | Small<br>Construction<br>TOTAL                    | \$51,000.00<br>\$51,000.00                  |
| Div 6<br>Cumberland  | WBS 51753 Install a mid-block pedestrian crosswalk with supplemental signing, pavement markings, median refuge island, and bus stop relocation/improvements on US 401 Business Establish funds | Small<br>Construction<br>TOTAL                    | \$51,000.00<br>\$51,000.00                  |
| Div 10<br>Cabarrus   | WBS 47882.3.1 Established (03/18) for installation of a roundabout at SR 1346 (Potter Rd) at SR 1162 (Wesley Chapel Rd) Increase funds   | High Impact /<br>Low Cost<br>TOTAL                | \$364,883.00<br>\$364,883.00                |
| Div 10<br>Cabarrus   | WBS 51698.3.1 Construction of interchange lighting at I-85 and George Liles Parkway Establish funds  | High Impact /<br>Low Cost<br>TOTAL                | \$66,668.00<br>\$66,668.00                  |

### NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA

### **Funds Request**

### Division-wide Small Construction, Statewide Contingency, Public Access, Economic Development, High Impact/Low Cost

| Division<br>& County | Project Description  | Fund Type                          | Amount                       |
|----------------------|--|------------------------------------|------------------------------|
| Div 10<br>Stanly     | WBS 50868 Established (06/23) for Division-wide preliminary engineering associated with data collection, field studies and design to aid in project selection Increase funds | High Impact /<br>Low Cost<br>TOTAL | \$112,368.34<br>\$112,368.34 |

Summary: 14 Projects

High Impact / Low Cost Commitment
Small Construction Commitment
Contingency Commitment
Economic Development Commitment
Public Access Commitment
S2,204,063.34
\$102,000.00
\$142,000.00
\$58,000.00

TOTAL: \$2,571,563.34

#### L-1

## NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA APPROVAL OF FUNDS FOR SPECIFIC SPOT SAFETY IMPROVEMENT PROJECTS AND FOR SPECIFIC SPOT MOBILITY PROJECTS

# ACCORDING TO EXECUTIVE ORDER NO. 2 AND G.S. 143B-350(G) THE BOARD IS REQUESTED TO CONCUR WITH STAFF RECOMMENDATIONS AND DELEGATE AUTHORITY TO THE SECRETARY TO APPROVE FUNDS FOR SPECIFIC SPOT SAFETY AND SPOT MOBILITY IMPROVEMENT PROJECTS

| TOWN / COUNTY<br>DIVISION<br>PROJ.                | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|---|--|----------------|
| SHALLOTTE /<br>BRUNSWICK<br>CO.<br>DIV. 3         | WBS 48862 NC 130 AND US 17 SOUTHBOUND/NORTHBOUND RAMPS. \$442,000 IN SPOT MOBILITY FUNDS HAS PREVIOUSLY BEEN APPROVED FOR TRAFFIC SIGNAL INSTALLATION. ADDITIONAL FUNDS ARE NEEDED DUE TO INCREASED CONSTRUCTION COSTS. FILE 03-22-69526-2   | \$280,000.00   |
| ROCKY<br>MOUNT/NASH<br>CO.<br>DIV. 4<br>SS-6204AB | WBS 50871 US 301 (WESLEYAN BOULEVARD) BETWEEN SR 1541 (JEFFREYS ROAD) AND NC 48 (BENVENUE ROAD). \$250,000 IN SPOT SAFETY FUNDS HAS PREVIOUSLY BEEN APPROVED FOR STREET LIGHTING INSTALLATION. ADDITIONAL FUNDS ARE NEEDED DUE TO INCREASED CONSTRUCTION COSTS. FILE 04-21-66068-1 | \$83,000.00    |
| DURHAM /<br>DURHAM CO.<br>DIV. 5<br>HN-0013       | WBS 51164.1.1 SR 1306 (ERWIN ROAD) AT SR 1308 (CORNWALLIS ROAD). INITIAL SPOT MOBILITY PRELIMINARY ENGINEERING FUNDS ARE NEEDED FOR TURN LANE CONSTRUCTION. THESE FUNDS ARE A STATE MATCH TO FEDERAL CMAQ FUNDS FOR THE LOCATION. FILE 05-21-63786                                 | \$51,600.00    |

## NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA APPROVAL OF FUNDS FOR SPECIFIC SPOT SAFETY IMPROVEMENT PROJECTS AND FOR SPECIFIC SPOT MOBILITY PROJECTS

ACCORDING TO EXECUTIVE ORDER NO. 2 AND G.S. 143B-350(G) THE BOARD IS REQUESTED TO CONCUR WITH STAFF RECOMMENDATIONS AND DELEGATE AUTHORITY TO THE SECRETARY TO APPROVE FUNDS FOR SPECIFIC SPOT SAFETY AND SPOT MOBILITY IMPROVEMENT PROJECTS

| TOWN / COUNTY<br>DIVISION<br>PROJ.              | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|---|--|----------------|
| DURHAM /<br>DURHAM CO.<br>DIV. 5<br>SM-6105J    | WBS 51095 SR 1121 (CORNWALLIS ROAD) AT SR 1945 (ALSTON AVENUE). \$585,000 IN SPOT MOBILITY FUNDS HAS PREVIOUSLY BEEN APPROVED FOR LEFT TURN INSTALLATION. THIS PROJECT WAS SET UP AS A STATE FUNDS MATCH TO CMAQ FUNDS FOR THE LOCATION. TRANSFER \$51,600 FROM SM-6105J (WBS 51095) TO HN-0014 (51165.1.1) FOR THE STATE MATCH NEEDED FOR PRELIMINARY ENGINEERING. REDUCE REMAINING FUNDS FROM SM-6105J (WBS 51095) AND CLOSE. FILE 05-19-59424-1                       | (\$533,400.00) |
| GRAHAM /<br>ALAMANCE CO.<br>DIV. 7<br>SS-6207AW | WBS 51755 NC 87 AT I-40 EASTBOUND ON-RAMP. INITIAL SPOT SAFETY FUNDS ARE NEEDED FOR PEDESTRIAN ACCOMMODATIONS INSTALLATION. FILE 07-22-8062-1  | \$45,000.00    |
| ALEXANDER<br>CO.<br>DIV. 12<br>SM-5712H         | WBS 48999.1.1 BETHLEHEM ELEMENTARY SCHOOL AT NC 127 AND SR 1146 (BETHLEHEM SCHOOL ROAD). \$42,000 IN SPOT MOBILITY PRELIMINARY ENGINEERING FUNDS HAS PREVIOUSLY BEEN APPROVED FOR IMPROVEMENTS TO THE INTERNAL QUEUING CAPACITY OF THE SCHOOL TO ALLOW ALL SCHOOL TRAFFIC TO BE CONTAINED WITHIN THE SCHOOL PROPERTY AND NOT QUEUED UP ON ADJACENT ROADS. PROJECT R-3603A WILL INCORPORATE THESE IMPROVEMENTS. DELETE PROJECT, REDUCE FUNDS, AND CLOSE. FILE 12-19-209-1 | (\$41,811.43)  |

## NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA APPROVAL OF FUNDS FOR SPECIFIC SPOT SAFETY IMPROVEMENT PROJECTS AND FOR SPECIFIC SPOT MOBILITY PROJECTS

ACCORDING TO EXECUTIVE ORDER NO. 2 AND G.S. 143B-350(G) THE BOARD IS REQUESTED TO CONCUR WITH STAFF RECOMMENDATIONS AND DELEGATE AUTHORITY TO THE SECRETARY TO APPROVE FUNDS FOR SPECIFIC SPOT SAFETY AND SPOT MOBILITY IMPROVEMENT PROJECTS

| TOWN / COUNTY<br>DIVISION<br>PROJ.      | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|---|--|----------------|
| ALEXANDER<br>CO.<br>DIV. 12<br>SM-5712H | WBS 48999.2.1 BETHLEHEM ELEMENTARY SCHOOL AT NC 127 AND SR 1146 (BETHLEHEM SCHOOL ROAD). \$145,000 IN SPOT MOBILITY RIGHT OF WAY AND UTILITIES FUNDS HAS PREVIOUSLY BEEN APPROVED FOR IMPROVEMENTS TO THE INTERNAL QUEUING CAPACITY OF THE SCHOOL TO ALLOW ALL SCHOOL TRAFFIC TO BE CONTAINED WITHIN THE SCHOOL PROPERTY AND NOT QUEUED UP ON ADJACENT ROADS. PROJECT R-3603A WILL INCORPORATE THESE IMPROVEMENTS. DELETE PROJECT, REDUCE FUNDS, AND CLOSE. FILE 12-19-209-2 | (\$145,000.00) |
| ALEXANDER<br>CO.<br>DIV. 12<br>SM-5712H | WBS 48999.3.1 BETHLEHEM ELEMENTARY SCHOOL AT NC 127 AND SR 1146 (BETHLEHEM SCHOOL ROAD). \$235,000 IN SPOT MOBILITY CONSTRUCTION FUNDS HAS PREVIOUSLY BEEN APPROVED FOR IMPROVEMENTS TO THE INTERNAL QUEUING CAPACITY OF THE SCHOOL TO ALLOW ALL SCHOOL TRAFFIC TO BE CONTAINED WITHIN THE SCHOOL PROPERTY AND NOT QUEUED UP ON ADJACENT ROADS. PROJECT R-3603A WILL INCORPORATE THESE IMPROVEMENTS. DELETE PROJECT, REDUCE FUNDS, AND CLOSE. FILE 12-19-209-3               | (\$235,000.00) |

## NCDOT APRIL 2025 BOARD OF TRANSPORTATION AGENDA APPROVAL OF FUNDS FOR SPECIFIC SPOT SAFETY IMPROVEMENT PROJECTS AND FOR SPECIFIC SPOT MOBILITY PROJECTS

ACCORDING TO EXECUTIVE ORDER NO. 2 AND G.S. 143B-350(G) THE BOARD IS REQUESTED TO CONCUR WITH STAFF RECOMMENDATIONS AND DELEGATE AUTHORITY TO THE SECRETARY TO APPROVE FUNDS FOR SPECIFIC SPOT SAFETY AND SPOT MOBILITY IMPROVEMENT PROJECTS

| TOWN / COUNTY<br>DIVISION<br>PROJ.  | PROJECT<br>DESCRIPTION  | ESTIMATED<br>COST |
|-------------------------------------|---|-------------------|
| HAYWOOD CO.<br>DIV. 14<br>SS-4914DP | WBS 48494.3.1 SR 1523 (OLD CLYDE ROAD) NEAR PEARL DRIVE NEAR CLYDE. \$18,000 IN SPOT SAFETY CONSTRUCTION FUNDS HAS PREVIOUSLY BEEN APPROVED FOR GUARDRAIL INSTALLATION. PROJECT WAS CONSTRUCTED BY ANOTHER FUNDING SOURCE. REDUCE FUNDS AND DELETE PROJECT. | (\$17,775.20)     |

ITEM L SUMMARY 9 PROJECTS (\$513,386.63)

FILE 14-18-213-2

### NCDOT April 2 - 3, 2025 Board of Transportation Agenda

### Additions to the State Highway System:

| County                        | Petition<br>Number | Length<br>Added<br>(Miles)   | Description and/or Subdivision   | Date of<br>Report |
|-------------------------------|--------------------|--|--|-------------------|
| <b>Division 4</b> Johnston    | 53143              | 0.05<br>0.06<br>0.06<br>0.18   | Poplar Estates Renaissance Drive Monalisa Court Fresco Drive Davinci Drive   | 11/20/24          |
| Johnston                      | 53144              | 0.22<br>0.32<br>0.08<br>0.25<br>0.17<br>0.08<br>0.15<br>0.05                 | Sierra Heights Extend SR 2865, Badger Pass Drive Glacier Point Extend SR 2864, Yosemite Lane Mariposa Lane Alder Creek Court Cascade Place Echo Canyon Drive Wawona Lane | 1/22/25           |
| Johnston                      | 53145              | 0.13   | Steel Bridge Crossing Caboose Lane   | 1/2/25            |
| <b>Division 5</b><br>Franklin | 53146              | 0.04   | Emerald Woods<br>Imperial Oaks Court   | 2/3/25            |
| <b>Division 6</b> Cumberland  | 53147              | 0.12   | Edgewoods Farm<br>Ione Court   | 10/22/24          |
| Cumberland                    | 53148              | 0.09   | Jefferson Landing<br>Hemingway Lane  | 10/22/24          |
| Harnett                       | 53149              | 0.87<br>0.56<br>0.12<br>0.07<br>0.06<br>0.18<br>0.08<br>0.08<br>0.13<br>0.09 | Avery Pond Avery Pond Drive Mineral Spring Lane Squire Street Rowland Drive Tralee Court Old Head Way Kinsale Court Doonbeg Drive Lahinch Drive Waterville Way           | 10/7/24           |

### NCDOT April 2 - 3, 2025 Board of Transportation Agenda

### Additions to the State Highway System:

| County                               | Petition<br>Number | Length<br>Added<br>(Miles)           | Description and/or Subdivision   | Date of<br>Report |
|--------------------------------------|--------------------|--------------------------------------|--|-------------------|
| Division 6<br>(Continued)<br>Harnett | 53150              | 0.14<br>0.20<br>0.30<br>0.14<br>0.11 | Williams Farm Hungry Creek Drive Rocking Canal Place Rainy Beck Way Glenmont Creek Place Wild Stream Court | 10/23/24          |
| <b>Division 9</b><br>Davidson        | 53151              | 0.10<br>0.11                         | Noland Farm Mesquite Drive Acacia Court  | 12/30/24          |
| Davidson                             | 53152              | 0.25<br>0.23                         | Sunnyvale<br>McKenzie Court<br>Estelle Drive   | 2/10/25           |
| <b>Division 12</b><br>Catawba        | 53153              | 0.56<br>0.13                         | <b>Deerfield</b> Shadowfax Wynd Windemere Lane   | 2/25/25           |
| Gaston                               | 53154              | 0.73                                 | Kings Pinnacle<br>Kings Pinnacle Drive   | 9/10/24           |
| Gaston                               | 53155              | 0.07<br>0.07                         | Stockbridge Estates Brookline Drive Brockton Court   | 2/4/25            |
| Lincoln                              | 53156              | 0.07                                 | River Village<br>Catfish Drive   | 2/21/25           |

### NCDOT April 2 - 3, 2025 Board of Transportation Agenda

### **Abandonments from the State Highway System:**

| County                    | Petition<br>Number | Length<br>Abandoned<br>(Miles) | Description and/or Subdivision             | Date of<br>Report |
|---------------------------|--------------------|--------------------------------|--|-------------------|
| <b>Division 5</b><br>Wake | 53157              | 0.16                           | SR 3135, Service Road<br>Retain 0.00 Miles | 9/30/24           |
| <b>Division 7</b> Caswell | 53158              | 0.11                           | SR 1354, Hatcher Road<br>Retain 0.10 Miles | 12/9/24           |

Number of roads petitioned for addition – 41 Number of roads petitioned for abandonment - 2

### **Corrections to the State Highway System:**

**County** Requested Action

No corrections this month

### **NCDOT April Board of Transportation Agenda**

### **Public Transportation Program**

| Division | Project Number  | RURAL STATE OPERATING  | Estimated Project                                      | ct Cost                   |
|----------|---|--|--|---------------------------|
| 01       | 26-RO-005  ALBEMARLE REGIONAL HEALTH SERVICES FY26 Rural State Operating Grant State Operating funds for multi-county transit system by Albemarle Regional Health Services. |  | \$600,000.00<br>\$0.00<br>\$300,000.00                 | Federal                   |
|          |   | Application Number: 1000023322   | \$300,000.00   |                           |
| 01       | 26-RO-023   | CHOANOKE PUBLIC TRANSPORTATION AUTHORITY FY26 Rural State Operating Grant State Operating funds for multi-county transit system by Choanoke Public Transportation Authority.                             | \$189,336.00<br>\$0.00<br>\$94,668.00                  | Federal                   |
|          |   | Application Number: 1000023955   | \$94,668.00  |                           |
| 01       | 26-RO-025   | HYDE COUNTY NON-PROFIT PRIVATE TRANSPORTATION CORP FY26 Rural State Operating Grant State operating funds for Multi-County Transit System by Hyde. County. Application Number: 1000023334                | \$25,266.00<br>\$0.00<br>\$12,633.00<br>\$12,633.00    | Federal<br>State          |
| 04       | 26-RO-043   | CITY OF ROCKY MOUNT TAX COLLECTOR FY26 Rural State Operating Grant State Operating funds for multi-county transit system by Tar River Transit System. Application Number: 1000022469                     | \$100,000.00<br>\$0.00<br>\$50,000.00<br>\$50,000.00   | Federal<br>State          |
| 04       | 26-RO-047   | GOLDSBORO WAYNE TRANSPORTATION AUTHORITY FY26 Rural State Operating Grant State Operating funds for multi-county transit system Goldsboro-Wayne Transportation Authority. Application Number: 1000023453 | \$130,000.00<br>\$0.00<br>\$65,000.00<br>\$65,000.00   | Federal<br>State          |
| 05       | 26-RO-054   | KERR AREA TRANSPORTATION AUTHORITY FY26 Rural State Operating Grant State Operating funds for multi-county transit system by Kerr Area Transit System. Application Number: 1000022708                    | \$442,808.00<br>\$0.00<br>\$221,404.00<br>\$221,404.00 | Federal<br>State          |
| 08       | 26-RO-073   | RANDOLPH SENIOR ADULTS ASSOCIATION INC FY26 Rural State Operating Grant State Operating funds for multi-county transit system by RCATS Transit System. Application Number: 1000023353                    | \$118,823.00   | Total<br>Federal<br>State |
| 11       | 26-RO-007   | APPALCART FY26 Rural State Operating Grant State Operating funds for multi-county transit system by AppalCart Transit System. Application Number: 1000023245   | \$225,906.00<br>\$0.00<br>\$112,953.00<br>\$112,953.00 | Federal<br>State          |

| 11 | 26-RO-031 | YADKIN VALLEY ECONOMIC DEVELOPMENT DISTRICT INC FY26 Rural State Operating Grant State Operating funds for multi-county transit system by Yadkin | \$195,065.00 | Total   |
|----|-----------|--|--------------|---------|
|    |           | , ,  | \$0.00       | Federal |
|    |           | Valley Economic Dev District (YVEDDI) Transit System.  | \$97,532.00  | State   |
|    |           | Application Number: 1000023451   | \$97,533.00  | Local   |

| Division | Project Number | 5303  | <b>Estimated Project Cost</b>  |
|----------|----------------|---|--|
| 12       | 26-08-112      | WESTERN PIEDMONT COUNCIL OF GOVERNMENTS FY26 Metropolitan Planning Organization Western Piedmont Council of Governments (WPCOG), operating as the Greater Hickory MPO, is requesting funds for transit planning in the MPO area, serviced by Western Piedmont Regional Transit Authority (WPRTA) for a total of \$70,541.00 in available funds. | \$70,541.00 Total<br>\$56,432.00 Federal<br>\$7,054.00 State<br>\$7,055.00 Local |
| 06       | 26-08-044      | Application Number: 1000024706  CUMBERLAND COUNTY JOINT PLANNING BOARD FY26 Metropolitan Planning Organization Cumberland JOINT, operating as the Cumberland JOINT area MPO, is requesting funds for transit planning in the MPO area. Application Number: 1000025053   |  |

| Division Project Number |           | 5311(F)   | Estimated Project   | ct Cost          |
|-------------------------|-----------|---|---|------------------|
|                         | 26-IC-001 | GREYHOUND LINES INC FY26_5311(f)_INTERCITY Operating cost for intercity community transportation services provided by Greyhound. Application Number: 1000024813             | \$10,524,752.00<br>\$5,262,376.00<br>\$0.00<br>\$5,262,376.00 | Federal<br>State |
|                         | 26-IC-002 | TROLLEYS INC DBA SUNWAY CHARTERS FY26_5311(f)_INTERCITY Operating cost for intercity community transportation services provided by Trolleys. Application Number: 1000024848 | \$1,776,627.00<br>\$888,313.00<br>\$888,314.00<br>\$0.00      | Federal          |

| Division | Project Number | 5304  | Estimated Project Co | st   |
|----------|----------------|---|----------------------|------|
|          |                |   |                      |      |
| n/a      |                | NCDOT-IMD Statewide metropolitan planning (Section 5304) program funds to support the Integrated Mobility Division urban transit technical assistance activities. | \$443,724 Total      | al   |
|          |                |   | \$354,979.00 Fede    | eral |
|          |                | dansk teormoar assistance astronos.   | \$88,745.00 State    | .e   |
|          |                |   | \$0.00 Loca          | al   |

| Division | Project Number | DEMONSTRATION  | Estimated Project                                    | ct Cost          |
|----------|----------------|--|--|------------------|
| 07       | 26-DG-113      | CITY OF HIGH POINT FY26 FURNITURE MARKET- OPERATING In conjunction with the High Point Market Authority, funds will support transportation for the annual Fall and Spring furniture markets in High Point. Disburse up to \$850,000 for each market subject to appropriations by the Legislature. Application Number: 1000022405 | \$1,700,000.00<br>\$0.00<br>\$1,700,000.00<br>\$0.00 | Federal<br>State |
|          |                |  |  |                  |

Item I-I: Total Projects 15: Total Federal and State Funds \$10,413,194

| No of Projects | <u>Program ID</u>        | Federal Amount | State Amount | Local Amount | Total Amount |
|----------------|--------------------------|----------------|--------------|--------------|--------------|
| 9              | P2026_RURAL STATE OPER   | \$0            | \$1,013,601  | \$1,013,603  | \$2,027,204  |
| 2              | P2026_5303_PLANNING FY26 | \$192,770      | \$24,096     | \$24,098     | \$240,964    |
| 2              | P2026_5311(F)_INTERCITY  | \$6,150,689    | \$888,314    | \$5,262,376  | \$12,301,379 |
| 1              | 5304                     | \$354,979      | \$88,745     | \$0          | \$443,724    |
| 1              | P2026_DEMONSTRATION      | \$0            | \$1,700,000  | \$1,700,000  | \$3,400,000  |
| 15             | TOTAL                    | \$6,698,438    | \$3,714,756  | \$8,000,077  | \$18,413,271 |

## NCDOT April 2025 Board of Transportation Agenda Rail Program

Town/County
Division Project Description Cost

There will be no items presented for approval at the April 3, 2025, Board of Transportation meeting.

ITEM I - 2 SUMMARY - NO PROJECTS

## NCDOT April Board of Transportation Agenda Bicycle and Pedestrian Transportation Program

Town/County Division

**Project Description** 

Estimated Cost

There will be no items presented for approval at the April 3, 2025 Board of Transportation meeting.

ITEM I - 3 SUMMARY - NO PROJECTS

### NCDOT April 2025 Board of Transportation Agenda

### STATE AID & ECONOMIC DEVELOPMENT

No request this Board Agenda

#### **STATEWIDE & INNOVATION PROGRAMS**

#### FOR INFORMATION ONLY

| Division, Location,<br>Airport, & ID                                       | Program Description   | Fund Type/Awarded Amount   |
|--|---|--|
| Division 09 Forsyth County, Winston-Salem, MPO, and Smith-Reynolds Airport | Advance Air Mobility Planning Grant FY2025 - (WBS 36246.130) Advanced Air Mobility (AAM) planning to include a comprehensive planning study, public engagement, and assessment of infrastructure needs for meeting future aircraft demands. This AAM integration plan for the Forsyth County Region aims to improve transportation efficiency, support economic development, and drive innovative research in the region. | UAS Fund = \$270,000<br>Local Match = \$30,000<br>Total Cost = \$300,000 |
| Division 07 City of Greensboro, Greensboro Urban Area MPO                  | Advance Air Mobility Planning Grant FY2025 - (WBS 36246.130) Advanced Air Mobility (AAM) planning to include a comprehensive planning study, public engagement, and assessment of infrastructure needs for meeting future aircraft demands. This detailed readiness and regional infrastructure assessment will be utilized for the Greensboro Urban Area MTP update.   | UAS Fund = \$260,000<br>Local Match = \$40,000<br>Total Cost = \$300,000 |
| Division 05<br>City of Cary  | Advance Air Mobility Planning Grant FY2025 - (WBS 36246.130) Advanced Air Mobility (AAM) planning to include public engagement and assessment of infrastructure needs for meeting future aircraft demands. This engagement will develop an administrative plan for the city to support early adoption of AAM technologies.  | UAS Fund = \$135,000<br>Local Match = \$15,000<br>Total Cost = \$150,000 |
| Divisions 04/05/07/08<br>Capital Area MPO                                  | Advance Air Mobility Planning Grant FY2025 - (WBS 36246.130) Advanced Air Mobility (AAM) planning to include a comprehensive planning study, public engagement, and assessment of infrastructure needs for meeting future aircraft demands. This planning aims to create a unified vision of AAM for the greater Triangle region and implementation strategies for use by CAMPO member's planning documents.              | UAS Fund = \$180,000<br>Local Match = \$20,000<br>Total Cost = \$200,000 |
| Divisions 06/03<br>Mid-Carolina Council<br>of Governments                  | Advance Air Mobility Planning Grant FY2025 - (WBS 36246.130) Advanced Air Mobility (AAM) planning to include public engagement and assessment of infrastructure needs for meeting future aircraft demands. This engagement will develop an administrative plan for the region (Rural Planning Organization) to support their communities in early adoption of AAM technologies.   | UAS Fund = \$135,000<br>Local Match = \$15,000<br>Total Cost = \$150,000 |

### NCDOT April 2025 Board of Transportation Agenda

### ITEM I-4 SUMMARY – FOR INFORMATION ONLY:

Total Funding Cost: \$1,100,000 Local Investment Cost: \$120,000

Statewide Fund Cost: \$0

**UAS Fund Cost:** \$980,000

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION  | ESTIMATED COST |
|--|---|----------------|
| DARE<br>DIV. 1<br>M-0539ZE<br>SW/REG           | WBS 49082.3.6 B-2500 COASTAL MONITORING PROGRAM ASSOCIATED WITH THE BASNIGHT BRIDGE (BONNER BRIDGE) AND NC 12 TRANSPORTATION MANAGEMENT PLAN. \$1,650,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PROJECT MITIGATION. ADDITIONAL FUNDS ARE REQUESTED. | \$550,000.00   |
| BERTIE<br>DIV. 1<br>R-5809B<br>DIVISION        | WBS 46976.1.3 NC 45 FROM US 17 AT MIDWAY TO SOUTHERN CITY LIMITS OF COLERAIN. MODERNIZE ROADWAY. \$1,973,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$600,000.00   |
| TYRRELL<br>DIV. 1<br>R-5940<br>DIVISION        | WBS 48557.1.1 US 64 FROM COLUMBIA TO ALLIGATOR RIVER BRIDGE. MODERNIZE ROADWAY. \$10,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$650,000.00   |
| PITT<br>DIV. 2<br>B-5612<br>REGIONAL           | WBS 45567.1.1 REPLACE BRIDGE 730024 OVER THE TAR RIVER ON NC 222. \$962,398.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$125,000.00   |
| CARTERET<br>DIV. 2<br>R-5858<br>STATEWIDE      | WBS 47546.2.2 NC 24 AT NC 58. INTERSECTION IMPROVEMENTS. \$125,000.00 HAS PREVIOUSLY BEEN APPROVED FOR UTILITY RELOCATION. ADDITIONAL FUNDS ARE REQUESTED.  | \$450,000.00   |
| CARTERET<br>DIV. 2<br>U-6058<br>REGIONAL       | WBS 47482.1.1 SR 1493 (LIVE OAK STREET) AT NC 101. CONSTRUCT ONE LANE ROUNDABOUT. \$1,631,279.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$50,000.00    |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION  | ESTIMATED COST |
|--|---|----------------|
| NEW HANOVER PENDER DIV. 3 R-3300AWM REGIONAL   | WBS 40237.4.1 US 17 FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210. CONSTRUCT FREEWAY ON NEW LOCATION. INITIAL FUNDS ARE REQUESTED FOR WETLAND MITIGATION.  | \$2,210,057.00 |
| PENDER<br>DIV. 3<br>R-5899<br>REG/DIV          | WBS 48355.1.1 NC 210 AT SR 1560 (WATTS LANDING ROAD). IMPROVE INTERSECTION. \$754,815.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$250,000.00   |
| ONSLOW<br>DIV. 3<br>U-5791<br>DIVISION         | WBS 44363.1.1 SR 2714 (JACKSONVILLE PARKWAY EXTENSION) FROM NC 53 (WESTERN BOULEVARD) TO US 17 (NEW BERN HIGHWAY). WIDEN TO MULTI-LANES, PARTLY ON NEW LOCATION. \$3,409,900.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. | \$300,000.00   |
| ONSLOW<br>DIV. 3<br>U-5903<br>DIVISION         | WBS 44684.1.2 SR 1336 (HENDERSON DRIVE) FROM SR 1308 (GUM BRANCH ROAD) TO NC 53 (WESTERN BOULEVARD). UPGRADE TO REDUCED CONFLICT INTERSECTIONS. INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY ENGINEERING.  | \$400,000.00   |
| ONSLOW<br>DIV. 3<br>U-5951<br>REGIONAL         | WBS 45870.1.2 US 17 AT US 17 BUSINESS (MARINE BOULEVARD). UPGRADE AT-GRADE INTERSECTION TO PARTIAL INTERCHANGE. \$750,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$135,000.00   |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION   | ESTIMATED<br>COST |
|--|--|-------------------|
| NEW HANOVER<br>DIV. 3<br>U-6202<br>DIVISION    | WBS 48662.1.1 SR 2048 (GORDON ROAD) FROM US 17 BUSINESS (MARKET STREET) TO I-40. WIDEN TO FOUR LANES. \$5,878,206.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$50,000.00       |
| WILSON<br>DIV. 4<br>HI-0014<br>STATEWIDE       | WBS 49985.1.1 US 264 FROM WILSON COUNTY LINE TO I-95. PAVEMENT REHABILITATION. INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY ENGINEERING.  | \$50,000.00       |
| WILSON<br>DIV. 4<br>HS-2404F<br>DIVISION       | WBS 50976.1.7 SR 1192 (HINES STREET) AT LODGE STREET INTERSECTION. UPGRADE TRAFFIC SIGNAL TO INCLUDE PEDESTRIAN ACCOMMODATIONS AND INSTALL CROSSWALKS. INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY ENGINEERING.  | \$5,000.00        |
| JOHNSTON<br>DIV. 4<br>I-5974<br>REGIONAL       | WBS 44993.2.1 I-95 AT US 701/NC 96. CONSTRUCT INTERCHANGE. \$601,930.00 HAS PREVIOUSLY BEEN APPROVED FOR APPRAISAL AND ACQUISITION OF SPECIFIC PARCELS. ADDITIONAL FUNDS ARE REQUESTED FOR SETTLEMENT OF ADVANCED ACQUISITION OF SPECIFIC PARCELS 901,902,903,905,906,907 AND 909. | \$4,287,772.00    |
| JOHNSTON<br>DIV. 4<br>I-6061<br>DIVISION       | WBS 48691.1.2 I-95 AT SR 1007 (BROGDEN ROAD). IMPROVE INTERCHANGE. \$700,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$600,000.00      |
| JOHNSTON<br>DIV. 4<br>R-3410<br>REGIONAL       | WBS 38857.2.3<br>NC 42 FROM NC 50 TO US 70 BUSINESS. WIDEN TO<br>MULTI-LANES. INITIAL FUNDS ARE REQUESTED FOR<br>ADVANCED ACQUISITION OF SPECIFIC PARCEL 900.  | \$247,801.00      |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY      | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|---|--|----------------|
| WAYNE<br>DIV. 4<br>R-5853<br>DIVISION               | WBS 47541.1.1 US 13 FROM SR 1572 (SAULSTON ROAD) TO SR 1700 (RODELL BARROW ROAD). MODERNIZE ROADWAY. \$1,914,919.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$200,000.00   |
| NASH<br>DIV. 4<br>U-5947<br>REGIONAL                | WBS 46884.3.1 NC 43 (BENVENUE ROAD) AT US 64 BYPASS OFF RAMP. CONSTRUCT ROUNDABOUT. \$5,820,900.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.  | \$50,000.00    |
| WAKE<br>DIV. 5<br>HE-0010<br>ECON DEV               | WBS 50610.1.1 INTERCHANGE IMPROVEMENTS AT US 1 AND SR 1127 (NEW HILL-HOLLEMANN ROAD); INTERSECTION IMPROVEMENTS AT BOTH SR 1127 (NEW HILL- HOLLEMANN ROAD)/SR 1149 (FRIENDSHIP ROAD) AND SR 1149 (FRIENDSHIP ROAD)/SR 1152 (OLD HOLLY SPRINGS-NEW HILL ROAD). \$475,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. | \$200,000.00   |
| WAKE<br>DIV. 5<br>HL-0008L<br>BONUSALLOC            | WBS 49367.3.14 SR 1010 (TEN-TEN ROAD) AT SR 1386 (BELLS LAKE ROAD), SR 1386 (GRAHAM NEWTON ROAD). INTERSECTION IMPROVEMENTS. INITIAL FUNDS ARE REQUESTED FOR CONSTRUCTION. THIS IS A CASHFLOW PROJECT WITH \$1,314,000.00 IN SFY 25 AND \$1,686,000.00 IN SFY 26.  | \$3,000,000.00 |
| ORANGE<br>DURHAM<br>DIVS. 5/7<br>U-5774<br>REGIONAL | WBS 54037.1.1 NC 54 FROM US 15/US 501 IN CHAPEL HILL TO NC 55 IN DURHAM. UPGRADE RAIL CORRIDOR. \$3,375,965.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$150,000.00   |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION  | ESTIMATED COST   |
|--|---|------------------|
| CUMBERLAND<br>DIV. 6<br>U-3422A<br>DIVISION    | WBS 39001.3.2 SR 1003 (CAMDEN ROAD) FROM PROPOSED FAYETTEVILLE OUTER LOOP (U-2519) TO JUST WEST OF SR 1112 (ROCKFISH ROAD). \$26,219,494.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. FUNDS NEED TO BE DECREASED (\$2,739,494.00) TO REFLECT THE LOW BID RECEIVED.   | (\$2,739,494.00) |
| CUMBERLAND<br>DIV. 6<br>U-4709<br>DIVISION     | WBS 39073.3.1 SR 1112 (ROCKFISH ROAD) FROM SR 1115 (GOLFVIEW ROAD) TO SR 1596 (MAIN STREET), AND SR 1115 FROM SR 1112 TO SR 1596 (MAIN STREET). WIDEN TO FOUR LANES. \$27,789,664.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. FUNDS NEED TO BE DECREASED (\$2,709,664.00) TO REFLECT THE LOW BID RECEIVED.  | (\$2,709,664.00) |
| ALAMANCE<br>DIV. 7<br>I-6059<br>DIVISION       | WBS 48689.3.1 I-40/I-85 FROM SR 1981 (TROLLINGWOOD-HAWFIELDS ROAD) IN MEBANE. UPGRADE INTERCHANGE. \$8,500,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED. THIS IS A CASHFLOW PROJECT WITH \$6,362,000.00 IN SFY 26, \$8,041,000.00 IN SFY 27 AND \$5,797,000.00 IN SFY 28. THIS IS A CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CMGC) PROJECT. | \$20,200,000.00  |
| GUILFORD<br>DIV. 7<br>U-6018<br>DIVISION       | WBS 47163.1.1 NC 62 FROM SR 1154 (KERSEY VALLEY ROAD) TO SR 1162 (WEANT ROAD) IN ARCHDALE. IMPROVE INTERCHANGE AREA AND REALIGN SR 1154 AND SR 1162 INTERSECTIONS. \$2,020,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$100,000.00     |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|--|--|----------------|
| GUILFORD<br>DIV. 7<br>U-6018<br>DIVISION       | WBS 47163.2.1 NC 62 FROM SR 1154 (KERSEY VALLEY ROAD) TO SR 1162 (WEANT ROAD) IN ARCHDALE. IMPROVE INTERCHANGE AREA AND REALIGN SR 1154 AND SR 1162INTERSECTIONS. \$4,206,000.00 HAS PREVIOUSLY BEEN APPROVED FOR RIGHT OF WAY AND UTILITIES. ADDITIONAL FUNDS ARE REQUESTED.          | \$200,000.00   |
| MOORE, HOKE<br>DIV. 8<br>R-5709<br>REGIONAL    | WBS 50205.1.1 NC 211 FROM US 15/US IN ABERDEEN TO EAST OF SR 1244 (WEST PALMER STREET)/SR1311 (MOCKINGBIRD HILL ROAD) IN RAEFORD. WIDEN TO MULTI- LANES. \$15,575,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.                     | \$300,000.00   |
| HOKE<br>DIV. 8<br>R-5709C<br>REGIONAL          | WBS 50205.1.4  NC 211 FROM 0.40 MILES NORTH OF SR 1225 (ASHEMONT ROAD) TO EAST OF SR 1244 (WEST PALMER STREET/SR 1311 (MOCKINGBIRD HILL ROAD) IN RAEFORD. WIDEN TO MULTI-LANES. \$500,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. | \$150,000.00   |
| CHATHAM<br>DIV. 8<br>R-5930<br>DIVISION        | WBS 48548.1.1  NEW ROUTE (CHATHAM PARK WAY) FROM US 64 BYPASS IN PITTSBORO TO US 15/US 501. CONSTRUCT ROADWAY ON NEW LOCATION. \$5,047,467.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$200,000.00   |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION   | ESTIMATED COST  |
|--|--|-----------------|
| CHATHAM<br>DIV. 8<br>R-5963A<br>DIVISION       | WBS 48599.3.2  NEW ROUTE (CHATHAM PARK WAY) FROM US 15/ US 501 SOUTH OF PITTSBORO TO US 64 BUSINESS.  CONSTRUCT TWO LANE ROADWAY ON NEW LOCATION. INITIAL FUNDS ARE REQUESTED FOR CONSTRUCTION. THIS IS A CASH FLOW PROJECT WITH \$661,000.00 IN SFY 25, \$18,508,000.000 IN SFY 26, \$17,847,000.00 IN SFY 27, \$15,864,000.00 IN SFY 28 AND \$13,220,000.00 IN SFY 29.   | \$66,100,000.00 |
| RANDOLPH<br>DIV. 8<br>U-6007<br>DIVISION       | WBS 47142.3.1 US 220 BUSINESS (SOUTH FAYETTEVILLE STREET) FROM SOUTH OF SR 2915 (RIDGE STREET) TO SOUTH OF SR 1453 (WALKER AVENUE) IN ASHEBORO. CONSTRUCT RIGHT TURN LANE ON SR 2915, CONSTRUCT LEFT-OVERS AT SR 1154 (COUNTRY CLUB DRIVE)/SR 2800 (ATLANTIC AVENUE), AND REDUCE NUMBER OF LANES FROM SR 2800 TO SOUTH OF SR 1453. \$1,643,428.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED. | \$325,000.00    |
| FORSYTH<br>DIV. 9<br>R-2247D<br>REGIONAL       | WBS 34409.1.20 WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, NORTH OF SR 1348 (MEADOWLARK DRIVEROBINHOOD ROAD) TO NC 67. FOUR LANE EXPRESSWAY ON NEW LOCATION. \$725,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$250,000.00    |
| MECKLENBURG<br>DIV. 10<br>I-5718<br>STATEWIDE  | WBS 49020.1.1 I-77 FROM SOUTH CAROLINA STATE LINE TO I-277/NC 16 (BROOKSHIRE FREEWAY). \$24,025,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$800,000.00    |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY           | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|--|--|----------------|
| MECKLENBURG<br>DIV. 10<br>R-2555B<br>DIVISION            | WBS 34462.2.6 SR 5544 (WEST CATAWABA AVENUE) FROM NC 73 (SAM FURR ROAD) TO SR 2151 (JETTON ROAD). WIDEN TO FOUR LANES DIVIDED. INITIAL FUNDS ARE REQUESTED FOR UTILITY RELOCATION. THIS IS A CASH FLOW PROJECT WITH \$10,000.00 IN SFY 25, \$590,000.00 IN SFY 26 AND \$3,400,000.00 IN SFY 27.          | \$4,000,000.00 |
| MECKLENBURG<br>DIV. 10<br>U-4713A<br>DIVISION            | WBS 39077.2.2 SR 3440 (MCKEE ROAD) EXTENSION FROM SR 3448 (PLEASANT PLAINS ROAD) TO SR 1010 (E. JOHN STREET). CONSTRUCT TWO LANE ROADWAY ON NEW LOCATION. \$2,099,999.00 HAS PREVIOUSLY BEEN APPROVED FOR RIGHT OF WAY. ADDITIONAL FUNDS ARE REQUESTED. THIS IS A BUILD NC BOND PROJECT.                 | \$500,000.00   |
| MECKLENBURG<br>DIV. 10<br>U-4913A<br>DIVISION            | WBS 40543.1.3<br>SR 3174 (IDLEWILD ROAD) FROM SR 3175 (STALLINGS<br>ROAD) TO I-485. WIDEN TO FOUR LANES. \$1,100,949.00<br>HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY<br>ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$350,000.00   |
| MECKLENBURG<br>CABARRUS<br>DIV. 10<br>U-6032<br>DIVISION | WBS 46965.2.2 SR 2467 (MALLARD CREEK ROAD)/SR 1445 (DERITA ROAD) FROM I-485 TO SR 2894 (CONCORD MILLS BOULEVARD). WIDEN TO SIX LANES. INITIAL FUNDS ARE REQUESTED FOR UTILITY RELOCATION. THIS IS A CASH FLOW PROJECT WITH \$64,000.00 IN SFY 25, \$1,225,000.00 IN SFY 26 AND \$1,225,000.00 IN SFY 27. | \$2,514,000.00 |
| WATAUGA<br>DIV. 11<br>R-2566BB<br>REGIONAL               | WBS 37512.3.6 NC 105 AT SR 1658 (OLD SHULLS MILL ROAD) INTERSECTION. REALIGN SR 1658. INITIAL FUNDS ARE REQUESTED FOR CONSTRUCTION. THIS IS A CASH FLOW PROJECT WITH \$626,000.00 IN SFY 25 AND \$1.374,000.00 IN SFY 26.  | \$2,000,000.00 |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY | PROJECT<br>DESCRIPTION   | ESTIMATED COST |
|--|--|----------------|
| WILKES<br>DIV. 11<br>U-5312WM<br>REGIONAL      | WBS 45446.4.1 US 421 FROM NC 16 TO US 421 BUSINESS. CONVERT EXISTING ROADWAY TO REDUCED CONFLICT INTERSECTIONS AND ADD SERVICE ROADS. INITIAL FUNDS ARE REQUESTED FOR WETLAND MITIGATION.  | \$23,988.00    |
| IREDELL<br>DIV. 12<br>HB-0018<br>STATEWIDE     | WBS 50382.1.1 REPLACE BRIDGES 480006 AND 480007 OVER THE CATAWBA RIVER ON I-40. INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY ENGINEERING.   | \$500,000.00   |
| LINCOLN<br>DIV. 12<br>R-5712<br>REGIONAL       | WBS 50208.3.1 INTERSECTION OF NC 16 BUSINESS AND SR 1439 (UNITY CHURCH ROAD)/SR 1387 (TRIANGLE CIRCLE). ADD TURN LANES. INITIAL FUNDS ARE REQUESTED FOR CONSTRUCTION. THIS IS A CASH FLOW PROJECT WITH \$2,291,000.00 IN SFY 25 AND \$2,189,000.00 IN SFY 26.  | \$4,480,000.00 |
| BUNCOMBE<br>DIV. 13<br>A-0010AE<br>REGIONAL    | WBS 32573.1.17 I-26 (US 19/US 23) AT SR 1882 (NEW STOCK ROAD) INTERCHANGE. IMPROVE INTERCHANGE AREA INCLUDING WIDENING I-26 TO NORTH OF SR 1720 (AIKEN ROAD). INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY ENGINEERING.   | \$500,000.00   |
| BUNCOMBE<br>DIV. 13<br>B-5953<br>DIVISION      | WBS 47217.1.1 REPLACE BRIDGE 100649 OVER FRENCH BROAD RIVER AND SOUTHERN RAILROAD ON SR 1002 (OLD LEICESTER HIGHWAY). \$764,174.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. THIS IS A CASH FLOW PROJECT WITH \$250,000.00 IN SFY 25 AND \$550,000.00 IN SFY 26. | \$800,000.00   |

| TOWN / COUNTY<br>DIVISION<br>PROJ.<br>CATEGORY       | PROJECT<br>DESCRIPTION  | ESTIMATED COST   |
|--|---|------------------|
| BUNCOMBE<br>DIV. 13<br>I-2513B<br>STATEWIDE          | WBS 34165.1.9 I-26 ASHEVILLE CONNECTOR FROM SR 3548 (HAYWOOD ROAD) TO US 19/23 AT SR 1781 (BROADWAY STREET). \$1,260,228.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. | \$112,000.00     |
| BUNCOMBE<br>DIV. 13<br>U-6163<br>DIVISION            | WBS 48618.1.2<br>SR 3116 (MILLS GAP ROAD) AT SR 3136 (CANE CREEK<br>ROAD) INTERSECTION. CONSTRUCT ROUNDABOUT.<br>INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY<br>ENGINEERING.  | \$75,000.00      |
| POLK<br>HENDERSON<br>DIV. 14<br>HS-2414I<br>REGIONAL | WBS 50986.1.10 I-26, US 74 AND US 25. UPGRADE GUARDRAIL END UNITS. INITIAL FUNDS ARE REQUESTED FOR PRELIMINARY ENGINEERING.   | \$35,000.00      |
| HENDERSON<br>DIV. 14<br>I-4400C<br>REGIONAL          | WBS 34232.2.5 I-26 FROM US 25 BUSINESS (EXIT 44) TO NC 280 (EXIT 40). WIDEN TO MULTI-LANES. \$9,374,879.00 HAS PREVIOUSLY BEEN APPROVED FOR RIGHT OF WAY. FUNDS NEED TO BE DECREASED (\$2,400,000.00) AS REQUESTED.   | (\$2,400,000.00) |
| CLAY<br>DIV. 14<br>R-5863<br>DIVISION                | WBS 47516.1.1 US 64 BUSINESS FROM US 64 TO SR 1307 (MAIN STREET). UPGRADE ROADWAY. \$2,201,971.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.                           | \$75,000.00      |
| HAYWOOD<br>DIV. 14<br>R-5921<br>DIVISION             | WBS 48470.1.1 US 276 (JONATHAN CREEK ROAD) FROM US 19 TO I-40. MODERNIZE ROADWAY. \$3,295,591.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.                            | \$150,000.00     |

K-11

| BONUSALLOC STRATEGIC TRANSPORTATION INVESTMENTS | 1 PROJECTS  | \$3,000,000.00   |
|---|-------------|------------------|
| DIVISION STRATEGIC TRANSPORTATION INVESTMENTS   | 24 PROJECTS | \$92,944,842.00  |
| ECON DEV STRATEGIC TRANSPORTATION INVESTMENTS   | 1 PROJECTS  | \$200,000.00     |
| REG/DIV STRATEGIC TRANSPORTATION INVESTMENTS    | 1 PROJECTS  | \$250,000.00     |
| REGIONAL STRATEGIC TRANSPORTATION INVESTMENTS   | 17 PROJECTS | \$12,594,618.00  |
| STATEWIDE STRATEGIC TRANSPORTATION INVESTMENTS  | 5 PROJECTS  | \$1,912,000.00   |
| SW/REG STRATEGIC TRANSPORTATION INVESTMENTS     | 1 PROJECTS  | \$550,000.00     |
|   |             |                  |
| STRATEGIC TRANSPORTATION INVESTMENTS            | 50 PROJECTS | \$111,451,460.00 |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY          | PROJECT DESCRIPTION   | ESTIMATED<br>COST   |
|---|---|---|
|   | Division 1  |   |
| GATES<br>PASQUOTANK<br>R-5808<br>DIVISION | WBS 46972.3.1, FEDERAL NO. 0158076 US 158 FROM SR 1002 (ACORN HILL ROAD) TO PASQUOTANK COUNTY LINE, MODERNIZE ROADWAY. \$19,701,004.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED TO REFLECT THE LOW BID RECEIVED. | \$4,409,000.00 Cost<br>\$4,409,000.00 Fed.                  |
| BERTIE<br>R-5809A<br>DIVISION             | WBS 46976.3.2, FEDERAL NO. 4697601 NC 45 FROM THE WASHINGTON COUNTY LINE TO US 17 AT MIDWAY. MODERNIZE ROADWAY. \$13,201,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED TO REFLECT THE LOW BID RECEIVED.        | \$469,000.00 Cost<br>\$375,200.00 Fed.<br>\$93,800.00 State |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION  | ESTIMATED COST   |
|----------------------------------|--|--|
|                                  | Division 2   |  |
| PITT<br>EB-6033AA<br>DIVISION    | WBS 48778.4.14, FEDERAL NO. 4877801 SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM -TOWN OF WINTERVILLE. COMMUNITY OUTREACH AND EDUCATION. \$167,485.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED. | \$60,922.00 Cost<br>\$48,737.00 Fed.<br>\$12,185.00 Local        |
| PITT<br>U-5606<br>DIVISION       | WBS 45834.3.2, FEDERAL NO. STP-1598(3) SR 1620 (DICKINSON AVENUE) FROM NC 11 (MEMORIAL DRIVE) TO READE CIRCLE. IMPROVE ROADWAY. \$18,364,740.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.             | \$1,300,000.00 Cost<br>\$1,040,000.00 Fed.<br>\$260,000.00 State |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY    | PROJECT DESCRIPTION  | ESTIMATED COST   |  |  |
|-------------------------------------|--|--|--|--|
| Division 3                          |  |  |  |  |
| NEW HANOVER<br>BL-0040<br>DIVISION  | WBS 49659.3.1, FEDERAL NO. 0332150 MIDDLE SOUND LOOP CONNECTOR CONSTRUCTION AND PORTERS NECK WALMART CONNECTOR. CONSTRUCT MULTI-USE PATH, FUNDS ARE NEEDED FOR CONSTRUCTION.   | \$691,840.00 Cost<br>\$553,472.00 Fed.<br>\$138,368.00 Local     |  |  |
| BRUNSWICK<br>HS-2003D<br>STATEWIDE  | WBS 49303.3.5, FEDERAL NO. 0017195<br>US 17 AND SR 1130 (MOUNT PISGAH ROAD) / SR 1344<br>(SELLERS ROAD). INSTALL SIGNALIZED LEFTOVER.<br>FUNDS ARE NEEDED FOR CONSTRUCTION.  | \$269,000.00 Cost<br>\$242,100.00 Fed.<br>\$26,900.00 State      |  |  |
| NEW HANOVER<br>HS-2003R<br>REGIONAL | WBS 49303.1.19, FEDERAL NO. 0421115 US 421 AT SR 1573 (DOW ROAD) IN CAROLINA BEACH. UPGRADE TRAFFIC SIGNAL. \$14,500.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$6,000.00 Cost<br>\$5,400.00 Fed.<br>\$600.00 State             |  |  |
| NEW HANOVER<br>RN-0001<br>EXEMPT    | WBS 51699.4.1, FEDERAL NO. 5169901 WILMINGTON, OPERATION OF NEW INTERMODAL CONTAINER SHIPPING FACILITY AT NC PORT. FUNDS ARE NEEDED FOR OPERATIONS.FEDERAL FUNDS ARE CASH FLOWED FOR THIS PROJECT WITH \$660,140 IN FY 25, \$660,140 IN FY 26 AND \$660,140 IN FY 27. STATE MATCH FOR THIS PROJECT USES PORT AUTHORITY FUNDS. PENDING FHWA APPROVAL. | \$2,475,525.00 Cost<br>\$1,980,420.00 Fed.<br>\$495,105.00 State |  |  |
| NEW HANOVER<br>U-5710A<br>STATEWIDE | WBS 50115.3.3, FEDERAL NO. 0074232 NEW LOCATION FROM SR 1409 (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US 74 (EASTWOOD ROAD). CONSTRUCT ROADWAY ON NEW LOCATION. \$8,935,176.71 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.   | \$450,000.00 Cost<br>\$360,000.00 Fed.<br>\$90,000.00 State      |  |  |
| NEW HANOVER<br>U-6235<br>DIVISION   | WBS 48931.3.1, FEDERAL NO. 0332142 TRAFFIC SIGNAL PRE-EMPTION FOR EMERGENCY VEHICLES PROJECT IN WILMINGTON. FUNDS ARE NEEDED FOR CONSTRUCTION.   | \$1,206,250.00 Cost<br>\$965,000.00 Fed.<br>\$241,250.00 Local   |  |  |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY             | PROJECT DESCRIPTION  | ESTIMATED<br>COST  |  |  |
|--|--|--|--|--|
| Division 4                                   |  |  |  |  |
| NASH<br>B-5947<br>REGIONAL                   | WBS 45983.3.1, FEDERAL NO. 0581032<br>NC 581. REPLACE BRIDGE #630091 OVER TAR RIVER.<br>\$7,161,235.00 HAS PREVIOUSLY BEEN APPROVED<br>FOR CONSTRUCTION. ADDITIONAL FUNDS ARE<br>REQUESTED.  | \$300,000.00 Cost<br>\$240,000.00 Fed.<br>\$60,000.00 State      |  |  |
| MULTIPLE<br>COUNTIES<br>BO-2404B<br>DIVISION | WBS 50933.3.4, FEDERAL NO. 5093304 VARIOUS LOCATIONS IN WILSON AND NASH COUNTIES (DISTRICT 2) WITH POPULATIONS LESS THAN 5,000. UPGRADE SIDEWALKS AND CURB RAMPS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA). \$344,320.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.     | \$75,000.00 Cost<br>\$75,000.00 Fed.                             |  |  |
| WAYNE<br>HS-2404D<br>REGIONAL                | WBS 50976.3.5, FEDERAL NO. 5097604 US 70 BUSINESS / US 117 BUSINESS AT SR 1925 (JOHN STREET) AND US 70 BUSINESS (ASH STREET) AT US 117 BUSINESS (WILLIAM STREET). INSTALL / REVISE PEDESTRIAN ACCOMMODATIONS INCLUDING TRAFFIC SIGNALS, PEDESTRIAN SIGNALS, AND CROSSWALK IMPROVEMENTS. FUNDS ARE NEEDED FOR CONSTRUCTION. | \$240,000.00 Cost<br>\$216,000.00 Fed.<br>\$24,000.00 State      |  |  |
| NASH<br>U-5911<br>DIVISION                   | WBS 44642.2.1, FEDERAL NO. 4464201<br>NC 48 AT NC 4 INTERSECTION. CONSTRUCT<br>ROUNDABOUT. FUNDS ARE NEEDED FOR FULL<br>RIGHT OF WAY.  | \$30,000.00 Cost<br>\$24,000.00 Fed.<br>\$6,000.00 State         |  |  |
| NASH<br>U-5911<br>DIVISION                   | WBS 44642.2.2, FEDERAL NO. 4464201<br>NC 48 AT NC 4 INTERSECTION. CONSTRUCT<br>ROUNDABOUT. FUNDS ARE NEEDED FOR UTILITIES.   | \$360,000.00 Cost<br>\$288,000.00 Fed.<br>\$72,000.00 State      |  |  |
| WAYNE<br>U-6110<br>REGIONAL                  | WBS 48334.2.1, FEDERAL NO. 4833401<br>US 70 (FUTURE I-42) AT SR 1711 (NORTH OAK<br>FOREST ROAD). IMPROVE INTERSECTION. FUNDS<br>ARE NEEDED FOR FULL RIGHT OF WAY.  | \$1,300,000.00 Cost<br>\$1,040,000.00 Fed.<br>\$260,000.00 State |  |  |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION  | ESTIMATED<br>COST  |  |  |
|----------------------------------|--|--|--|--|
| Division 4                       |  |  |  |  |
| WAYNE<br>U-6110<br>REGIONAL      | WBS 48334.2.2, 4833401<br>US 70 (FUTURE I-42) AT SR 1711 (NORTH OAK<br>FOREST ROAD). IMPROVE INTERSECTION. FUNDS<br>ARE NEEDED FOR UTILITIES.  | \$280,000.00 Cost<br>\$224,000.00 Fed.<br>\$56,000.00 State      |  |  |
| JOHNSTON<br>W-5600<br>REGIONAL   | WBS 50056.3.1, FEDERAL NO. HSIP-0070(163) US 70 FROM US 70 BUSINESS TO NEUSE RIVER BRIDGE. CONVERT TO FREEWAY WITH INTERCHANGES AT SR 1501 (SWIFT CREEK ROAD) AND SR 1919 (WILSON'S MILLS ROAD). \$88,793,616.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED. PENDING FHWA APPROVAL. | \$4,000,000.00 Cost<br>\$3,200,000.00 Fed.<br>\$800,000.00 State |  |  |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION  | ESTIMATED<br>COST  |
|----------------------------------|--|--|
|                                  | Division 5   |  |
| WAKE<br>BL-0054<br>DIVISION      | WBS 50277.3.1, FEDERAL NO. 2768004<br>SR 2768 (SOUTHEAST JUDD PARKWAY) FROM<br>SOUTH OF LOGAN MEADOW COURT TO NORTH OF<br>OLDWYCK DRIVE IN FUQUAY-VARINA. COMPLETE<br>SIDEWALK GAPS. \$531,595.00 HAS PREVIOUSLY<br>BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL<br>FUNDS ARE REQUESTED. | \$62,500.00 Cost<br>\$50,000.00 Fed.<br>\$12,500.00 Local        |
| WAKE<br>EB-6033AD<br>DIVISION    | WBS 48778.4.17, FEDERAL NO. 4877803 SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM - WAKE COUNTY HEALTH AND HUMAN SERVICES. COMMUNITY OUTREACH AND EDUCATION. \$491,035.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED.                          | \$258,956.00 Cost<br>\$207,164.00 Fed.<br>\$51,792.00 Local      |
| WAKE<br>HL-0008F<br>EXEMPT       | WBS 49367.3.15,<br>SR 1010 (TEN-TEN ROAD) AT SR 1006 (OLD STAGE<br>ROAD). INTERSECTION IMPROVEMENTS. FUNDS<br>ARE NEEDED FOR CONSTRUCTION.   | \$2,000,000.00 Cost<br>\$1,600,000.00 Fed.<br>\$400,000.00 State |
| WAKE<br>HL-0032<br>DIVISION      | WBS 49617.3.1, FEDERAL NO. 0040117 LAKE BOONE TRAIL FROM I-440 TO RIDGE ROAD IN RALEIGH. UPGRADE ROADWAY TO COMPLETE STREET. \$1,264,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.   | \$280,110.00 Cost<br>\$224,088.00 Fed.<br>\$56,022.00 Local      |
| DURHAM<br>HN-0013<br>EXEMPT      | WBS 51164.1.1, FEDERAL NO. 5116401 ERWIN ROAD AT CORNWALLIS ROAD. CONSTRUCT TURN LANES. FUNDS ARE NEEDED FOR PRELIMINARY ENGINEERING. STATE MATCH FOR THIS PROJECT USES SPOT MOBILITY FUNDS.   | \$258,000.00 Cost<br>\$206,400.00 Fed.<br>\$51,600.00 State      |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY           | PROJECT DESCRIPTION  | ESTIMATED<br>COST  |
|--|--|--|
|  | Division 5   |  |
| DURHAM<br>HN-0014<br>EXEMPT                | WBS 51165.1.1, FEDERAL NO. 5116501<br>CORNWALLIS ROAD AND ALSTON AVENUE.<br>CONSTRUCT TURN LANES. FUNDS ARE NEEDED<br>FOR PRELIMINARY ENGINEERING. STATE MATCH<br>FOR THIS PROJECT USES SPOT MOBILITY FUNDS.   | \$258,000.00 Cost<br>\$206,400.00 Fed.<br>\$51,600.00 State      |
| MULTIPLE<br>COUNTIES<br>HN-0026A<br>EXEMPT | WBS 51284.1.2, FEDERAL NO. 5128402 CENTRAL PINES REGIONAL COUNCIL - TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM FOR ORGANIZATIONS IN THE CAPITAL AREA MPO (CAMPO). MARKETING AND OUTREACH EFFORT TO PROMOTE ALTERNATIVE TRANSPORTATION IN PARTS OR ALL OF SEVEN COUNTIES OF CENTRAL NORTH CAROLINA (WAKE, DURHAM, ORANGE, CHATHAM, FRANKLIN, JOHNSTON AND GRANVILLE). \$750,990.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED. | \$1,572,548.00 Cost<br>\$1,258,038.00 Fed.<br>\$314,510.00 Local |
| MULTIPLE<br>COUNTIES<br>HN-0026B<br>EXEMPT | WBS 51284.1.3, FEDERAL NO. 5128403 CENTRAL PINES REGIONAL COUNCIL - TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM FOR ORGANIZATIONS IN DURHAM- CHAPEL HILL CARRBORO (DCHC). IMPLEMENTATION OF TDM PROGRAM TO PROMOTE ALTERNATE COMMUTE MODES TO REDUCE VEHICLE MILES TRAVELED (VMT) AND KEEP THE CONGESTION AND GHG EMISSIONS LOW IN THE TRIANGLE REGION. \$732,206.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED.               | \$1,532,974.00 Cost<br>\$1,226,379.00 Fed.<br>\$306,595.00 Local |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY      | PROJECT DESCRIPTION   | ESTIMATED<br>COST   |
|---------------------------------------|---|---|
|                                       | Division 5  |   |
| DIVISIONWIDE<br>HS-2405L<br>STATEWIDE | WBS 50977.3.13, FEDERAL NO. 5097702 ALL FREEWAY RAMP LOCATIONS IN DIVISION 5. BRING ALL FREEWAY RAMPS UP TO STANDARD IN TERMS OF WRONG WAY DRIVER DETERRENCE MARKINGS. \$950,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE NEEDED TO COVER EXPENDITURES THAT HAVE OR WILL EXCEED THE PREVIOUSLY AUTHORIZED BUDGET.   | \$142,500.00 Cost<br>\$128,250.00 Fed.<br>\$14,250.00 State |
| DURHAM<br>I-5707<br>STATEWIDE         | WBS 50123.1.FS1, FEDERAL NO. NHPP-040-4(160)279 I-40 FROM NC 55 (ALSTON AVENUE) TO I-885 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE. \$1,825,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$100,000.00 Cost<br>\$80,000.00 Fed.<br>\$20,000.00 State  |
| WAKE<br>I-5708<br>STATEWIDE           | WBS 50124.1.FS1, FEDERAL NO. NHPP-0440(020) I-440/US 1 AT SR 2000 (WAKE FOREST ROAD) IN RALEIGH. INTERCHANGE IMPROVEMENTS. \$3,620,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.   | \$150,000.00 Cost<br>\$120,000.00 Fed.<br>\$30,000.00 State |
| WAKE<br>U-2719<br>STATEWIDE           | WBS 35869.3.1, FEDERAL NO. IMSNHS-0440(10) I-440 /US 1 SOUTH OF SR 1313 (WALNUT STREET) TO NORTH OF SR 1728 (WADE AVENUE) IN RALEIGH, COMBINED WITH U-4437. WIDEN FROM FOUR TO SIX LANES AND IMPROVE STORAGE AT LAKE BOONE TRAIL INTERCHANGE AND INSTALL RAMP METERS. \$427,872,827.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED TO COVER CLAIMS, SUPPLEMENTAL AGREEMENTS AND EXPENDITURES THROUGH FY 26. | \$38,000,000.00 Cost<br>\$38,000,000.00 Fed.                |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION   | ESTIMATED COST   |
|----------------------------------|---|--|
|                                  | Division 5  |  |
| WAKE<br>U-4437<br>DIVISION       | WBS 35868.3.4, FEDERAL NO. STBG-0054(031) NC 54 (HILLSBOROUGH STREET) FROM SR 1664/ SR 3074 (BLUE RIDGE ROAD) IN VICINITY OF NC RAILROAD (CSX CORPORATION AND NORFOLK SOUTHERN) IN RALEIGH, COMBINED WITH U-2719. CONSTRUCT GRADE SEPARATIONS AND ACCESS ROAD BETWEEN NC 54 AND SR 1664/SR 3074. \$54,609,831.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED TO COVER CLAIMS, SUPPLEMENTAL AGREEMENTS AND EXPENDITURES THROUGH FY 26. | \$17,000,000.00 Cost<br>\$17,000,000.00 Fed.                     |
| WAKE<br>U-6225<br>DIVISION       | WBS 48813.3.1, FEDERAL NO. 2700003 SR 2700 (WHITE OAK ROAD) AT SR 2709 (ACKERMAN ROAD), SR 2547 (HEBRON CHURCH ROAD) IN GARNER. CONVERT INTERSECTIONS INTO SINGLE MULTI-LANE ROUNDABOUT. \$1,388,616.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.  | \$1,361,600.00 Cost<br>\$1,021,200.00 Fed.<br>\$340,400.00 Local |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION   | ESTIMATED<br>COST  |
|----------------------------------|---|--|
|                                  | Division 6  |  |
| ROBESON<br>HI-0016<br>STATEWIDE  | WBS 49987.3.1, FEDERAL NO. 0074244 US-74 (FUTURE I-74) 1 MILE EAST OF NC 41 TO LUMBER RIVER BRIDGES. PAVEMENT REHABILITATION. (COMBINED WITH HI-0017). \$10,000,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS NEEDED BASED ON THE LATEST ESTIMATE RECEIVED.            | \$3,400,000.00 Cost<br>\$3,400,000.00 Fed.                       |
| ROBESON<br>HI-0017<br>STATEWIDE  | WBS 49988.3.1, FEDERAL NO. 4998831 US 74 (FUTURE I-74) FROM THE SCOTLAND COUNTY LINE TO I-74/US 74 BUSINESS. PAVEMENT REHABILITATION. (COMBINED WITH HI-0016). \$6,800,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS NEEDED BASED ON THE LATEST ESTIMATE RECEIVED.     | \$2,000,000.00 Cost<br>\$1,600,000.00 Fed.<br>\$400,000.00 State |
| COLUMBUS<br>HI-0018<br>STATEWIDE | WBS 49989.3.1, FEDERAL NO. 0074247 US 74 (FUTURE I-74) FROM 0.11 MILES WEST OF US 701 BUSINESS TO 0.17 MILES WEST OF NC 214. \$32,900,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. FUNDS NEED TO BE DECREASED (\$6,270,000.00) TO REFLECT THE LOW BID RECEIVED. PENDING FHWA APPROVAL. | (\$6,270,000.00) Cost<br>(\$6,270,000.00) Fed.                   |
| ROBESON<br>HN-0020<br>REGIONAL   | WBS 51170.2.1, FEDERAL NO. 5117001<br>NC 71 AT SR 1312 (OXENDINE SCHOOL ROAD/RED<br>HILL ROAD). CONSTRUCT ROUNDABOUT. FUNDS<br>ARE NEEDED FOR FULL RIGHT OF WAY.  | \$150,000.00 Cost<br>\$120,000.00 Fed.<br>\$30,000.00 State      |
| COLUMBUS<br>HN-0023<br>REGIONAL  | WBS 51173.1.1, FEDERAL NO. 5117301 US 701 BUSINESS (MADISON STREET) AT SR 1916 (LEE STREET) AND SR 1953 (FRANKLIN STREET). CONSTRUCT ROUNDABOUT TO REPLACE EXISTING TRAFFIC SIGNAL. \$600,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.      | \$50,000.00 Cost<br>\$40,000.00 Fed.<br>\$10,000.00 State        |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION  | ESTIMATED<br>COST   |
|----------------------------------|--|---|
|                                  | Division 6   |   |
| ROBESON<br>HS-2406B<br>REGIONAL  | WBS 50978.2.3, FEDERAL NO. 5097802 US 501 AT NC 130 INTERSECTION IN RAEMON. REALIGN INTERSECTION, REMOVE SLIP LANES, AND ADD RIGHT TURN LANE. FUNDS ARE NEEDED FOR FULL RIGHT OF WAY.  | \$30,000.00 Cost<br>\$27,000.00 Fed.<br>\$3,000.00 State    |
| ROBESON<br>HS-2406B<br>REGIONAL  | WBS 50978.2.4, FEDERAL NO. 5097802 US 501 AT NC 130 INTERSECTION IN RAEMON. REALIGN INTERSECTION, REMOVE SLIP LANES, AND ADD RIGHT TURN LANE. FUNDS ARE NEEDED FOR UTILITIES.  | \$5,000.00 Cost<br>\$4,500.00 Fed.<br>\$500.00 State        |
| BLADEN<br>HS-2406N<br>REGIONAL   | WBS 50978.2.15, FEDERAL NO. 5097814<br>NC 87 AT NC 131 INTERSECTION IN TARHEEL.<br>INSTALL TRAFFIC SIGNAL. FUNDS ARE NEEDED FOR<br>FULL RIGHT OF WAY.  | \$5,000.00 Cost<br>\$4,500.00 Fed.<br>\$500.00 State        |
| BLADEN<br>HS-2406N<br>REGIONAL   | WBS 50978.2.25, FEDERAL NO. 5097814<br>NC 87 AT NC 131 INTERSECTION IN TARHEEL.<br>INSTALL TRAFFIC SIGNAL. FUNDS ARE NEEDED FOR<br>UTILITIES.  | \$130,000.00 Cost<br>\$117,000.00 Fed.<br>\$13,000.00 State |
| ROBESON<br>RX-2006B<br>DIVISION  | WBS 49314.1.3, FEDERAL NO. 1154007<br>SR 1154 (UNION SCHOOL ROAD) AT CSX CROSSING<br>629606K NEAR PEMBROKE. INSTALL ACTIVE<br>WARNING DEVICES. \$40,000.00 HAS PREVIOUSLY<br>BEEN APPROVED FOR PRELIMINARY ENGINEERING.<br>ADDITIONAL FUNDS ARE REQUESTED. | \$5,000.00 Cost<br>\$4,500.00 Fed.<br>\$500.00 State        |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY           | PROJECT DESCRIPTION   | ESTIMATED COST  |
|--|---|---|
|  | Division 7  |   |
| ORANGE<br>EB-6033AG<br>DIVISION            | WBS 48778.4.20, FEDERAL NO. 4877804 SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM - TOWN OF CARRBORO. COMMMUNITY OUTREACH AND EDUCATION. \$89,349.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED.  | \$160,000.00 Cost<br>\$128,000.00 Fed.<br>\$32,000.00 Local       |
| GUILFORD<br>EL-5101DJ<br>DIVISION          | WBS 41823.3.13, FEDERAL NO. STPDA-0708(31) GREENSBORO-DOWNTOWN GREENWAY PHASE 2 ALONG MURROW BOULEVARD FROM LEE STREET TO FISHER AVENUE AND ALONG FISHER AVENUE FROM MURROW BOULEVARD TO EUGENE STREET. CONSTRUCT GREENWAY/MULTI-USE PATH. \$9,764,732.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. FUNDS NEED TO BE DECREASED (\$470,000.000) AS REQUESTED. | (\$470,000.00) Cost<br>(\$376,000.00) Fed.<br>(\$94,000.00) Local |
| GUILFORD<br>EL-5101DR<br>DIVISION          | WBS 41823.3.24, FEDERAL NO. BGDA-0708(131) MURROW BOULEVARD BRIDGE OVER CHURCH STREET IN GREENSBORO. REPAIR BRIDGE DECK AND COMPLETE GREENWAY ACROSS STRUCTURE. \$1,246,098.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED.   | \$470,000.00 Cost<br>\$376,000.00 Fed.<br>\$94,000.00 Local       |
| ALAMANCE<br>ORANGE<br>R-5787FA<br>DIVISION | WBS 44917.3.14, FEDERAL NO. 0708116 DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA). \$875,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED. STATE MATCH FOR THIS PROJECT USES DIVISION 7 CONTRACT RESURFACING FUNDS.  | \$375,000.00 Cost<br>\$300,000.00 Fed.<br>\$75,000.00 State       |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY          | PROJECT DESCRIPTION  | ESTIMATED<br>COST   |
|---|--|---|
|   | Division 7   |   |
| ALAMANCE<br>ORANGE<br>R-5787K<br>DIVISION | WBS 44917.3.12, FEDERAL NO. 4491714 DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA). \$1,000,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED. STATE MATCH FOR THIS PROJECT USES DIVISION 7 CONTRACT RESURFACING FUNDS.   | \$20,000.00 Cost<br>\$16,000.00 Fed.<br>\$4,000.00 State    |
| GUILFORD<br>U-4758<br>DIVISION            | WBS 40251.1.1, FEDERAL NO. 0710025/0710027<br>SR 1818 (JOHNSON STREET)/SR 1850 (SANDY RIDGE<br>ROAD) FROM SR 1820 (SKEET CLUB ROAD) TO<br>SOUTH OF I-40 IN HIGH POINT. WIDEN TO FOUR<br>LANES. \$8,511,467.00 HAS PREVIOUSLY BEEN<br>APPROVED FOR PRELIMINARY ENGINEERING.<br>ADDITIONAL FUNDS ARE REQUESTED.  | \$300,000.00 Cost<br>\$240,000.00 Fed.<br>\$60,000.00 State |
| ALAMANCE<br>Z-5400GO<br>DIVISION          | WBS 43600.1.52, FEDERAL NO. RR-1962(2) HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS. SR 1962 (THIRD STREET) AND WASHINGTON STREET NEAR NORFOLK SOUTHERN CROSSING, #735 469V; FOURTH STREET AND WASHINGTON STREET NEAR NORFOLK SOUTHERN CROSSING, #735 471W; AND NC 119 (FIFTH STREET) AND US 70 (CENTER STREET) NEAR NORFOLK SOUTHERN CROSSING, #735 472D IN MEBANE. \$154,134.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. | \$40,000.00 Cost<br>\$40,000.00 State                       |

M-14

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION  | ESTIMATED  |
|----------------------------------|--|--|
|                                  | Division 8   |  |
| CHATHAM<br>W-5808B<br>STATEWIDE  | WBS 48953.3.3, FEDERAL NO. 0421113 US 421 AT NC 902. CONVERT EXISTING SIGNALIZED INTERSECTION TO A REDUCED CONFLICT INTERSECTION. FUNDS ARE NEEDED FOR CONSTRUCTION. | \$1,550,000.00 Cost<br>\$1,395,000.00 Fed.<br>\$155,000.00 State |

M-15

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION   | ESTIMATED   |
|----------------------------------|---|---|
|                                  | Division 9  |   |
| ROWAN<br>C-5603D<br>EXEMPT       | WBS 43713.1.4, FEDERAL NO. CMAQ-1002(051) OLD CONCORD ROAD FROM RYAN STREET TO JAKE ALEXANDER BOULEVARD IN SALISBURY. CONSTRUCT SIDEWALKS. \$100,500.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. | \$65,580.00 Cost<br>\$52,464.00 Fed.<br>\$13,116.00 Local |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY    | PROJECT DESCRIPTION   | ESTIMATED<br>COST  |
|-------------------------------------|---|--|
|                                     | Division 10   |  |
| CABARRUS<br>HL-0123<br>EXEMPT       | WBS 51160.1.1, FEDERAL NO. 5116001 UPGRADE SOFTWARE FOR CONCORD CITYWIDE SIGNAL SYSTEM. FUNDS ARE NEEDED FOR PRELIMINARY ENGINEERING.   | \$1,000,000.00 Cost<br>\$800,000.00 Fed.<br>\$200,000.00 Local                         |
| MECKLENBURG<br>HL-0137<br>EXEMPT    | WBS 51371.1.1, FEDERAL NO. 5137101 W.T. HARRIS BOULEVARD, SUGAR CREEK INTERSECTION IN CHARLOTTE. CONSTRUCT INTERSECTION IMPROVEMENTS. FUNDS ARE NEEDED FOR PRELIMINARY ENGINEERING.   | \$10,000.00 Cost<br>\$7,000.00 Fed.<br>\$3,000.00 Local                                |
| MECKLENBURG<br>HS-2010G<br>REGIONAL | WBS 49291.3.7, FEDERAL NO. 0051037<br>NC 51 AT POLK STREET INTERSECTION. INSTALL<br>PEDESTRIAN SIGNALS AND ACCOMMODATIONS.<br>\$360,000.00 HAS PREVIOUSLY BEEN APPROVED FOR<br>CONSTRUCTION. FUNDS NEED TO BE INCREASED<br>\$50,000.00 TO REFLECT THE LOW BID RECEIVED.   | \$50,000.00 Cost<br>\$45,000.00 Fed.<br>\$5,000.00 State                               |
| UNION<br>U-6087<br>DIVISION         | WBS 47882.3.1, FEDERAL NO. STBGDA-1003(170) SR 1346 (POTTER ROAD) AT SR 1162 (WESLEY CHAPEL ROAD). CONSTRUCT ROUNDABOUT. \$464,235.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE REQUESTED. STATE FUNDS ARE USING \$364,883.00 HI IMPACT/LOW COST, \$210,235.00 SPOT MOBILITY, AND \$150,000.00 RESURFACING FUNDS. THIS PROJECT ALSO INCLUDES \$768,882.00 LOCAL FUNDS. PENDING FHWA APPROVAL. | \$2,500,000.00 Cost<br>\$1,006,000.00 Fed.<br>\$725,118.00 State<br>\$768,882.00 Local |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY  | PROJECT DESCRIPTION   | ESTIMATED<br>COST   |
|-----------------------------------|---|---|
|                                   | Division 11   |   |
| ASHE<br>HB-0043<br>EXEMPT         | WBS 50713.2.1, FEDERAL NO. FBRG111<br>SR 1523 (SILAS CREEK ROAD) REPLACE BRIDGE<br>040047 OVER HELTON CREEK. FUNDS ARE NEEDED<br>FOR FULL RIGHT OF WAY. THIS IS A FEDERAL RAISE<br>GRANT PROJECT. PENDING FHWA APPROVAL.  | \$200,000.00 Cost<br>\$120,788.00 Fed.<br>\$79,212.00 State |
| ASHE<br>HB-0043<br>EXEMPT         | WBS 50713.2.2, FBRG111<br>SR 1523 (SILAS CREEK ROAD) REPLACE BRIDGE<br>040047 OVER HELTON CREEK. FUNDS ARE NEEDED<br>FOR UTILITY RELOCATION. THIS IS A FEDERAL RAISE<br>GRANT PROJECT. PENDING FHWA APPROVAL.   | \$70,000.00 Cost<br>\$14,000.00 Fed.<br>\$56,000.00 State   |
| CALDWELL<br>U-4700CB<br>STATEWIDE | WBS 35993.2.9, FEDERAL NO. NHP-0321(046) US 321-AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO REDUCED CONFLICT INTERSECTION WITHIN THE LIMITS OF U-4700C. (COMBINED WITH U-4700CA AND U-4700CC). WIDEN TO SIX LANES. \$1,400,000.00 HAS PREVIOUSLY BEEN APPROVED FOR RIGHT OF WAY AND UTILITIES. ADDITIONAL FUNDS ARE NEEDED TO COVER EXPENDITURES THAT HAVE OR WILL EXCEED THE PREVIOUSLY AUTHORIZED BUDGET. | \$300,000.00 Cost<br>\$240,000.00 Fed.<br>\$60,000.00 State |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION  | ESTIMATED COST   |
|----------------------------------|--|--|
|                                  | Division 12  |  |
| CATAWBA<br>BL-0066<br>DIVISION   | WBS 50628.2.1, FEDERAL NO. 1143028 SPRINGS ROAD NORTHEAST, SANDY RIDGE ROAD TO MCDONALD PARKWAY. CONSTRUCT SIDEWALK. FUNDS ARE NEEDED FOR FULL RIGHT OF WAY.   | \$312,500.00 Cost<br>\$250,000.00 Fed.<br>\$62,500.00 Local        |
| CATAWBA<br>U-5777<br>REGIONAL    | WBS 50189.3.1, FEDERAL NO. 5018901 NC 127 FROM 1ST AVENUE SOUTHEAST TO 2ND AVENUE SOUTHEAST. ADD TURN LANES. FUNDS ARE NEEDED FOR CONSTRUCTION BASED ON THE ESTIMATE FROM THE 12-MONTH TENTATIVE LETTING LIST PUBLISHED FEBRUARY 14, 2025. FEDERAL FUNDS FOR THIS PROJECT ARE CASH FLOWED OVER THREE YEARS WITH \$1,302,400 IN FY 25, \$3,137,600 IN FY 26 AND \$1,480,000 IN FY 27. STATE MATCH FUNDS ARE ALSO CASH FLOWED OVER THREE YEARS WITH \$325,600 IN FY 25, \$784,400 IN FY 26 AND \$370,000 IN FY 27. | \$7,400,000.00 Cost<br>\$5,920,000.00 Fed.<br>\$1,480,000.00 State |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY | PROJECT DESCRIPTION   | ESTIMATED COST   |
|----------------------------------|---|--|
|                                  | Division 13   |  |
| BUNCOMBE<br>HL-0013<br>DIVISION  | WBS 49469.2.1, FEDERAL NO. 1305013 9TH STREET REPLACE BRIDGE 100522 OVER TOMAHAWK BRANCH IN BLACK MOUNTAIN. FUNDS ARE NEEDED FOR FULL RIGHT OF WAY.   | \$120,000.00 Cost<br>\$96,000.00 Fed.<br>\$24,000.00 Local |
| BUNCOMBE<br>RX-2013A<br>DIVISION | WBS 49335.3.2, FEDERAL NO. 4933512 HIGHWAY-RAILWAY GRADE CROSSING SIGNALS AND GATES ON SR 1319 (JOHNSTON BOULEVARD) AT BLUE SOUTHERN RAILWAY CROSSING #720399N IN ASHEVILLE. FUNDS ARE NEEDED FOR CONSTRUCTION. | \$294,250.00 Cost<br>\$294,250.00 Fed.                     |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY            | PROJECT DESCRIPTION  | ESTIMATED<br>COST  |
|---|--|--|
|   | Division 14  |  |
| GRAHAM<br>A-0009<br>EXEMPT                  | WBS 32572.1.FS10, APD-0074(178) FUTURE US 74 CORRIDOR "K" FROM US 19 / US 74 / US 129 AT ANDREWS TO NC 28 EAST OF ALMOND. \$15,606,621.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.  | \$270,000.00 Cost<br>\$270,000.00 Fed.                   |
| CHEROKEE<br>HS-2014V<br>DIVISION            | WBS 49336.3.23, FEDERAL NO. HSIP-4933(623) SR 1564 (BRASSTOWN ROAD), JOHN C. CAMPBELL FOLK SCHOOL. INSTALL FOUR RECTANGULAR RAPID FLASHING BEACONS AND CONSTRUCT CONCRETE LANDING PADS. \$110,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. ADDITIONAL FUNDS ARE NEEDED TO COVER EXPENDITURES THAT HAVE OR WILL EXCEED THE PREVIOUSLY AUTHORIZED BUDGET. | \$40,000.00 Cost<br>\$36,000.00 Fed.<br>\$4,000.00 State |
| MULTIPLE<br>COUNTIES<br>R-5794L<br>DIVISION | WBS 44910.1.14, FEDERAL NO. 1420023 DISTRICT 3 CURB RAMPS CHEROKEE / GRAHAM / CLAY / MACON COUNTIES FOR AREAS WITH POPULATIONS LESS THAN 5000. ADA UPGRADES (AMERICANS WITH DISABILITIES ACT). \$20,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED. STATE MATCH IS USING CONTRACT RESURFACING FUNDS.            | \$21,000.00 Cost<br>\$16,800.00 Fed.<br>\$4,200.00 State |

| TOWN/COUNTY<br>PROJ.<br>CATEGORY      | PROJECT DESCRIPTION  | ESTIMATED<br>COST  |
|---------------------------------------|--|--|
|                                       | Statewide  |  |
| DIVISIONWIDE<br>EB-6033AB<br>DIVISION | WBS 48778.4.15, FEDERAL NO. 4877802 SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM - CENTRAL PINES REGIONAL COUNCIL. COMMUNITY OUTREACH AND EDUCATION. \$464,231.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED. | \$167,850.00 Cost<br>\$134,280.00 Fed.<br>\$33,570.00 Local  |
| DIVISIONWIDE<br>EB-6033AK<br>DIVISION | WBS 48778.4.24, FEDERAL NO. 4877805 SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM - FOOTHILLS REGIONAL COMMISSION. COMMUNITY OUTREACH AND EDUCATION. \$334,500.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED.  | \$165,500.00 Cost<br>\$132,400.00 Fed.<br>\$33,100.00 Local  |
| STATEWIDE<br>EB-6033AL<br>DIVISION    | WBS 48778.4.25, FEDERAL NO. 4877806 SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM - LAND OF SKY REGIONAL COUNCIL. COMMUNITY OUTREACH AND EDUCATION. \$298,249.00 HAS PREVIOUSLY BEEN APPROVED FOR IMPLEMENTATION. ADDITIONAL FUNDS ARE REQUESTED.   | \$154,209.00 Cost<br>\$123,367.00 Fed.<br>\$30,842.00 Local  |
| STATEWIDE<br>M-0563B<br>STATEWIDE     | WBS 50851.1.2, FEDERAL NO. 5085112<br>STATEWIDE, HAZARD CORRIDOR VULNERABILITY<br>ASSESSMENTS. \$700,000.00 HAS PREVIOUSLY BEEN<br>APPROVED FOR PRELIMINARY ENGINEERING.<br>ADDITIONAL FUNDS ARE REQUESTED.  | \$350,000.00 Cost<br>\$280,000.00 Fed.<br>\$70,000.00 State  |
| STATEWIDE<br>M-0563E<br>STATEWIDE     | WBS 50851.1.5, FEDERAL NO. 5085116 STATEWIDE RESILIENCE PROGRAM REPORTING, MANAGEMENT AND SUPPORT. \$850,000 HAS PREVIOUSLY BEEN APPROVED. ADDITIONAL FUNDS ARE REQUESTED.   | \$850,000.00 Cost<br>\$680,000.00 Fed.<br>\$170,000.00 State |

ITEM M SUMMARY - 70 PROJECTS - (TOTAL FEDERAL AND STATE) \$95,732,217.00

# TRANSPORTATION PROGRAM STIP ADDITIONS

| DIV | ISI | ON | 3 |
|-----|-----|----|---|
|-----|-----|----|---|

| * U-5534U     | BROOKLYN STREET; NAVASSA PARK, WATER STREET   | ENGINEERING  | FY 2025 - | \$32,000  | (BGDA) |
|---------------|---|--------------|-----------|-----------|--------|
| NEW HANOVER   | TO SR 1435 (S NAVASSA ROAD) ; BROOKLYN STREET |              | FY 2025 - | \$8,000   | (L(M)) |
| PROJ.CATEGORY | TO NAVASSA PARK. ADD BIKE LANES ON BROOKLYN   | RIGHT-OF-WAY | FY 2025 - | \$32,000  | (BGDA) |
| DIVISION      | STREET AND CONSTRUCT MULTI-USE PATH           |              | FY 2025 - | \$8,000   | (L(M)) |
|               | CONNECTING BROOKLYN STREET TO NAVASSA PARK    | CONSTRUCTION | FY 2025 - | \$168,000 | (BGDA) |
|               | ADD PROJECT AT THE REQUEST OF THE MPO.        |              | FY 2025 - | \$430,000 | (BGDA) |
|               |   |              | FY 2025   | \$108,000 | (L(M)) |
|               |   |              |           | \$786,000 |        |

### **DIVISION 4**

| * HN-0040     | SR 1908 (FIRE DEPT ROAD), BUFFALO ROAD      | ENGINEERING  | FY 2025 - | \$800,000   | (CRPLT5) |
|---------------|---|--------------|-----------|-------------|----------|
| JOHNSTON      | INTERSECTION NORTH OF WILSON'S MILLS.       |              | FY 2025 - | \$200,000   | (T(M))   |
| PROJ.CATEGORY | CONSTRUCT ROUNDABOUT.                       | RIGHT-OF-WAY | FY 2026 - | \$800,000   | (CRPLT5) |
| EXEMPT        | ADD PROJECT AT THE REQUEST OF THE OFFICE OF |              | FY 2026 - | \$200,000   | (T(M))   |
|               | STRATEGIC INITIATIVES AND PROGRAM SUPPORT.  | CONSTRUCTION | FY 2026 - | \$5,440,000 | (CRPLT5) |
|               |   |              | FY 2026   | \$1,360,000 | (T(M))   |
|               |   |              |           | \$8,800,000 |          |

### **DIVISION 5**

| TQ-3002       | GODURHAM, PURCHASE SERVICE FOR PASSENGERS    | ACQUISITION | FY 2025 - | \$50,000 (L)     |
|---------------|--|-------------|-----------|------------------|
| DURHAM        | WHO ARE ELIGIBLE FOR ADA SERVICES OUTSIDE OF |             | FY 2025   | \$200,000 (5310) |
| PROJ.CATEGORY | THE 3/4 MILE ADA SERVICE AREA OF GODURHAM.   |             |           | \$250,000        |
| PUBLIC TRANS  | ADD PROJECT AT THE REQUEST OF THE MPO.       |             |           |                  |

### **DIVISION 7**

| TG-4971       | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR | CONSTRUCTION | FY 2025 - | \$4,486,000  | (L)    |
|---------------|---|--------------|-----------|--------------|--------|
| GUILFORD      | FIXED ROUTE OPERATING EXPENSE.            |              | FY 2025 - | \$4,486,000  | (5307) |
| PROJ.CATEGORY | ADD PROJECT AT THE REQUEST OF THE MPO.    |              | FY 2026 - | \$2,243,000  | (L)    |
| PUBLIC TRANS  |   |              | FY 2026 - | \$2,243,000  | (5307) |
|               |   |              | FY 2027 - | \$2,243,000  | (L)    |
|               |   |              | FY 2027 - | \$2,243,000  | (5307) |
|               |   |              | FY 2028 - | \$2,243,000  | (L)    |
|               |   |              | FY 2028   | \$2,243,000  | (5307) |
|               |   |              |           | \$22,430,000 |        |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP ADDITIONS

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|-----|-------|----|----|
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| * BN-0029     | NC 7 (RIVERSIDE DRIVE), HICKORY GROVE ROAD TO  | ENGINEERING  | FY 2025 - | \$38,000    | (CMAQ) |
|---------------|--|--------------|-----------|-------------|--------|
| GASTON        | FUTURE RIVERLINK TRAIL EXTENSION IN CRAMERTON. |              | FY 2025 - | \$9,000     | (L(M)) |
| PROJ.CATEGORY | CONSTRUCT SIDEWALK.                            | RIGHT-OF-WAY | FY 2026 - | \$32,000    | (CMAQ) |
| EXEMPT        | ADD PROJECT AT THE REQUEST OF THE MPO.         |              | FY 2026 - | \$8,000     | (L(M)) |
|               |  | CONSTRUCTION | FY 2026 - | \$1,930,000 | (CMAQ) |
|               |  |              | FY 2026   | \$483,000   | (L(M)) |
|               |  |              |           | \$2,500,000 |        |

### **DIVISION 13**

| * IN-0002     | MITCHELL COUNTY TRANSIT, CONSTRUCTION OF NEW | CAPITAL | FY 2025 - | \$4,000,000 | (CRPANY) |
|---------------|--|---------|-----------|-------------|----------|
| MITCHELL      | FACILITY.                                    |         | FY 2025   | \$1,000,000 | (L(M))   |
| PROJ.CATEGORY | ADD PROJECT AT THE REQUEST OF THE OFFICE OF  |         |           | \$5,000,000 |          |
| EXEMPT        | STRATEGIC INITIATIVES AND PROGRAM SUPPORT.   |         |           |             |          |

### **STIP MODIFICATIONS**

| <b>DIVISION 1</b> |
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| R-2576        | NEW ROUTE, MID-CURRITUCK BRIDGE, COINJOCK TO | RIGHT-OF-WAY | FY 2027 -       | \$165,000     | (BOND R) |
|---------------|--|--------------|-----------------|---------------|----------|
| CURRITUCK     | COROLLA. NEW STRUCTURE OVER CURRITUCK        |              | FY 2028 -       | \$6,434,000   | (BOND R) |
| PROJ.CATEGORY | SOUND AND UPGRADE APPROACHES.                |              | FY 2029 -       | \$6,597,000   | (BOND R) |
| DIVISION      | TO ALLOW ADDITIONAL TIME FOR PLANNING AND    |              | FY 2030 -       | \$1,650,000   | (BOND R) |
|               | DESIGN, DELAY RIGHT-OF-WAY, UTILITIES, AND   |              | FY 2031 -       | \$1,650,000   | (BOND R) |
|               | CONSTRUCTION FROM FY 26 TO FY 27.            | UTILITIES    | FY 2027 -       | \$8,706,000   | (BOND R) |
|               |  |              | FY 2028 -       | \$8,706,000   | (BOND R) |
|               |  | GARVEE CON   | FY 2027 -       | \$11,152,000  | (BGANY)  |
|               |  |              | FY 2028 -       | \$11,152,000  | (BGANY)  |
|               |  |              | FY 2029 -       | \$11,152,000  | (BGANY)  |
|               |  |              | FY 2030 -       | \$11,152,000  | (BGANY)  |
|               |  |              | FY 2031 -       | \$11,152,000  | (BGANY)  |
|               |  |              | FY 2032 -       | \$11,152,000  | (BGANY)  |
|               |  |              | FY 2033 -       | \$11,152,000  | (BGANY)  |
|               |  |              | AFTER FY 2033 - | \$89,216,000  | (BGANY)  |
|               |  | CONSTRUCTION | FY 2027 -       | \$10,831,000  | (T(M))   |
|               |  |              | FY 2027 -       | \$55,849,000  | (BOND R) |
|               |  |              | FY 2028 -       | \$10,832,000  | (T(M))   |
|               |  |              | FY 2028 -       | \$55,849,000  | (BOND R) |
|               |  |              | FY 2029 -       | \$10,832,000  | (T(M))   |
|               |  |              | FY 2029 -       | \$55,849,000  | (BOND R) |
|               |  |              | FY 2030 -       | \$10,832,000  | (T(M))   |
|               |  |              | _               | \$55,850,000  | (BOND R) |
|               |  |              |                 | \$467,912,000 |          |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP MODIFICATIONS

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| R-5739        | NC 46, NC 48 IN GASTON TO THE VIRGINIA STATE LINE. | CONSTRUCTION | FY 2026 - | \$9,296,000  | (T) |
|---------------|--|--------------|-----------|--------------|-----|
| NORTHAMPTON   | UPGRADE AND WIDEN EXISTING LANES AND               |              | FY 2027 - | \$8,964,000  | (T) |
| PROJ.CATEGORY | SHOULDERS.   |              | FY 2028 - | \$7,304,000  | (T) |
| DIVISION      | TO ALLOW ADDITIONAL TIME FOR UTILITY               |              | FY 2029   | \$7,636,000  | (T) |
|               | RELOCATION, DELAY CONSTRUCTION FROM FY 25 TO       |              |           | \$33,200,000 |     |
|               | FY 26.   |              |           |              |     |

#### **DIVISION 2**

| * HS-2402F    | NC 43, SR 2241 (IVY ROAD) AND SR 1753           | UTILITIES    | FY 2025 - | \$500,000   | (HSIP) |
|---------------|---|--------------|-----------|-------------|--------|
| PITT          | (STOKESTOWN - ST. JOHN ROAD) INTERSECTIONS      | CONSTRUCTION | FY 2026   | \$736,000   | (HSIP) |
| PROJ.CATEGORY | SOUTH OF GREENVILLE. INSTALL TRAFFIC SIGNALS AT |              |           | \$1,236,000 |        |
| REGIONAL      | BOTH INTERSECTIONS AND CONSTRUCT LEFT TURN      |              |           |             |        |

LANES ON SR 2241 (IVY ROAD).

<u>REMOVE RIGHT-OF-WAY PHASE AT THE REQUEST OF DIVISION. ALL WORK WILL BE WITHIN EXISTING RIGHT-</u>

OF-WAY.

#### **DIVISION 3**

| * HS-2403R    | SR 1308 (GUM BRANCH ROAD), SR 1903 (RAMSEY                                      | RIGHT-OF-WAY | FY 2026 - | \$55,000  | (HSIP) |
|---------------|---|--------------|-----------|-----------|--------|
| ONSLOW        | DRIVE) / SR 1944 (HUNTING GREEN DRIVE) AND SR                                   | UTILITIES    | FY 2026 - | \$2,000   | (HSIP) |
| PROJ.CATEGORY | 1920 (RAINTREE ROAD) INTERSECTIONS IN   | CONSTRUCTION | FY 2027 - | \$625,000 | (HSIP) |
| DIVISION      | JACKSONVILLE. INSTALL TRAFFIC SIGNALS.  |              |           | \$682,000 |        |
|               | ADD PROJECT AT THE REQUEST OF THE   |              |           |           |        |
|               | TRANSPORTATION MOBILITY AND SAFETY DIVISION.                                    |              |           |           |        |
|               | JACKSONVILLE. INSTALL TRAFFIC SIGNALS. <u>ADD PROJECT AT THE REQUEST OF THE</u> | CONSTRUCTION | FY 2027 - |           | (HSIP) |

\* HS-2403S SR 1501 (GARNER CHAPEL ROAD), NC 403 TO SR 1306 / CONSTRUCTION FY 2027 - \$368,000 (HSIP)

DUPLIN SR 1522 (RED HILL ROAD / WASHBOARD ROAD) EAST \$368,000

PROJ.CATEGORYOF MT. OLIVE. INSTALL RUMBLE STRIPES.DIVISIONADD PROJECT AT THE REQUEST OF THE

TRANSPORTATION MOBILITY AND SAFETY DIVISION.

\* HS-2403T US 258 / NC 24, SR 1320 (WELLS ROAD) TO SR 1238 CONSTRUCTION FY 2025 - \$292,000 (HSIP) ONSLOW (KOONCE FORK ROAD) SOUTH OF RICHLANDS. \$292,000

PROJ.CATEGORY INSTALL RUMBLE STRIPES.

STATEWIDE ADD PROJECT AT THE REQUEST OF THE

TRANSPORTATION MOBILITY AND SAFETY DIVISION.

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP MODIFICATIONS

| DIVISION 3 | , |
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| * HS-2403U<br>PENDER<br>PROJ.CATEGORY<br>DIVISION           | SR 1216 (PINEY WOODS ROAD); SR 1002 (ISLAND CREEK ROAD); US 421, US 421 TO SR 1336 (HORSE BRANCH ROAD); NC 210 TO NEW HANOVER COUNTY LINE; SR 1114 (BLUEBERRY ROAD) TO NEW HANOVER COUNTY LINE. INSTALL RUMBLE STRIPES.  ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION. | CONSTRUCTION | FY 2025   | \$1,038,000<br>\$1,038,000 | (HSIP) |
|---|---|--------------|-----------|----------------------------|--------|
| * HS-2403V<br>PENDER<br>PROJ.CATEGORY<br>DIVISION           | SR 1114 (BLUEBERRY ROAD), SR 1113 (MONTAGUE ROAD) TO NC 210 NORTH OF WILMINGTON. INSTALL RUMBLE STRIPES.  ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.  | CONSTRUCTION | FY 2027   | \$162,000<br>\$162,000     | (HSIP) |
| * HS-2403W<br>BRUNSWICK<br><b>PROJ.CATEGORY</b><br>REGIONAL | NC 133; NC 87, SR 1100 (COUNTRY CLUB DRIVE) TO NORTH OF PORT LOOP ROAD; SOUTH OF NC 133 TO NORTH OF SR 1729 (VAN GALLOWAY TRAIL). INSTALL RUMBLE STRIPES.  ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.   | CONSTRUCTION | FY 2027   | \$765,000<br>\$765,000     | (HSIP) |
| * HS-2403X<br>BRUNSWICK<br>PROJ.CATEGORY<br>DIVISION        | SR 1300 (ASH-LITTLE RIVER ROAD), NC 130 TO SR 1303 (HICKMAN ROAD). INSTALL RUMBLE STRIPES.  ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.  | CONSTRUCTION | FY 2027 - | \$630,000<br>\$630,000     | (HSIP) |
| * HS-2403Y<br>SAMPSON<br>PROJ.CATEGORY<br>REGIONAL          | NC 41; NC 55, BLADEN COUNTY LINE TO .55 MILES WEST OF SR 1155 (WARD ROAD); EAST OF NC 242 TO EAST OF HARNETT COUNTY LINE. INSTALL RUMBLE STRIPES.  ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.   | CONSTRUCTION | FY 2027 - | \$904,000<br>\$904,000     | (HSIP) |
| * HS-2403Z<br>SAMPSON<br>PROJ.CATEGORY                      | NC 24, CUMBERLAND COUNTY LINE TO EAST OF SR<br>1292 (DIXIE ROAD). INSTALL RUMBLE STRIPS.<br><u>ADD PROJECT AT THE REQUEST OF THE</u>  | CONSTRUCTION | FY 2027   | \$439,000<br>\$439,000     | (HSIP) |

**REGIONAL** 

TRANSPORTATION MOBILITY AND SAFETY DIVISION.

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

# TRANSPORTATION PROGRAM STIP MODIFICATIONS

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**JOHNSTON** 

**REGIONAL** 

PROJ.CATEGORY

| P-5740B<br>NEW HANOVER<br>PROJ.CATEGORY<br>STATEWIDE      | CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS.  ADD UTILITY PHASE IN FY 25 NOT PREVIOUSLY PROGRAMMED. DP FUNDS REPRESENT FEDERAL CRISI GRANT.                      | UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 - | \$600,000<br>\$301,000<br>\$289,000<br>\$2,033,000<br>\$1,355,000<br>\$209,000<br>\$163,000<br>\$4,950,000 | (T)<br>(DP)<br>(T)<br>(DP)<br>(T)<br>(DP)<br>(T) |
|---|--|---------------------------|--|--|--|
| * HS-2404F<br>WILSON<br>PROJ.CATEGORY<br>DIVISION         | SR 1192 (HINES STREET), LODGE STREET INTERSECTION IN WILSON. UPGRADE TRAFFIC SIGNAL TO INCLUDE PEDESTRIAN ACCOMMODATIONS AND INSTALL CROSSWALKS.  ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION. | CONSTRUCTION              | FY 2026 -  | \$80,000<br>\$80,000   | (HSIP)   |
| * U-5943<br>JOHNSTON<br>PROJ.CATEGORY<br>REGIONAL         | CLAYTON, CLAYTON SIGNAL SYSTEM. <u>REMOVE CONSTRUCTION PREVIOUSLY PROGRAMMED</u> <u>IN FY 25. CONSTRUCTION TO BE FUNDED UNDER U-5943A AND U-5943B.</u>   | UTILITIES                 | FY 2025  | \$260,000<br>\$260,000   | (BG50200)  |
| * U-5943A<br>JOHNSTON<br><b>PROJ.CATEGORY</b><br>REGIONAL | CLAYTON, CLAYTON SIGNAL SYSTEMS SOUTH OF NORTH CAROLINA RAILROAD.  CREATE PROJECT BREAK AT THE REQUEST OF THE PROJECT MANAGEMENT UNIT.   | CONSTRUCTION              | FY 2025 -<br>FY 2026 -<br>FY 2027 -  | \$31,000<br>\$2,425,000<br>\$504,000<br>\$2,960,000  | (BG50200)<br>(BG50200)<br>(BG50200)              |
| * U-5943B   | CLAYTON, CLAYTON SIGNAL SYSTEMS NORTH OF   | CONSTRUCTION              | FY 2026 -  | \$8,000  | (BG50200)  |

NORTH CAROLINA RAILROAD.

PROJECT MANAGEMENT UNIT.

CREATE PROJECT BREAK AT THE REQUEST OF THE

FY 2027 -

\$732,000 (BG50200)

\$740,000

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

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| AV-5819<br>FRANKLIN<br>PROJ.CATEGORY<br>DIVISION   | TRIANGLE NORTH EXECUTIVE AIRPORT (LHZ), CONSTRUCT RUNWAY EXTENSION, TO INCLUDE RELOCATION OF UTILITIES, NAVAID AND ROADWAYS. ADD PRELIMINARY ENGINEERING IN FY 25 PHASE NOT PREVIOUSLY PROGRAMMED.                                      | ENGINEERING<br>RIGHT-OF-WAY<br>CONSTRUCTION | FY 2025 -<br>FY 2026 -<br>FY 2031 -<br>FY 2032 -<br>FY 2033 -<br>AFTER FY 2033 -                                  | \$770,000<br>\$3,100,000<br>\$5,675,000<br>\$5,675,000<br>\$5,675,000<br>\$26,570,000  | (T)<br>(T)<br>(T)<br>(T)<br>(T)  |
|--|---|---|---|--|--|
| HE-0007B<br>DURHAM<br>PROJ.CATEGORY<br>DIVISION    | SR 1794 (TEKNIKA PARKWAY), SR 1632 (RED MILL<br>ROAD) CONSTRUCT TURN LANES AND SIGNALIZE<br>INTERSECTION.<br><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u><br><u>DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>                 | CONSTRUCTION                                | FY 2026 -<br>FY 2027 -  | \$424,000<br>\$391,000<br>\$815,000  | (T)<br>(T)   |
| HL-0007<br>WAKE<br>PROJ.CATEGORY<br>EXEMPT         | NC 55, SR 1191 (TECHNOLOGY DRIVE) / SR 6107 (EAST WILLIAMS STREET) IN APEX. CONVERT INTERSECTION TO INTERCHANGE OR ALTERNATIVE INTERSECTION.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. | RIGHT-OF-WAY  UTILITIES  CONSTRUCTION       | FY 2025 -<br>FY 2026 -<br>FY 2027 -<br>FY 2024 -<br>FY 2025 -<br>FY 2026 -<br>FY 2027 -<br>FY 2028 -<br>FY 2029 - | \$4,853,000<br>\$910,000<br>\$910,000<br>\$1,450,000<br>\$1,450,000<br>\$6,051,000<br>\$11,208,000<br>\$7,643,000<br>\$2,197,000<br>\$36,672,000 | (NHPBA)<br>(NHPBA)<br>(NHPBA)<br>(NHPBA)<br>(NHPBA)<br>(NHPBA)<br>(NHPBA)<br>(NHPBA) |
| HL-0008P<br>WAKE<br>PROJ.CATEGORY<br>REGIONAL      | SR 1010 (TEN-TEN ROAD), NC 50 INTERSECTION. INTERSECTION IMPROVEMENTS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.   | UTILITIES<br>CONSTRUCTION                   | FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -   | \$240,000<br>\$122,000<br>\$699,000<br>\$278,000<br>\$1,601,000<br>\$2,940,000   | (BA)<br>(HSIP)<br>(BA)<br>(HSIP)<br>(BA)   |
| HL-0008Q<br>WAKE<br><b>PROJ.CATEGORY</b><br>EXEMPT | SR 1390 (OPTIMIST FARM ROAD), SR 1386 (BELLS LAKE ROAD) INTERSECTION IN APEX. INTERSECTION IMPROVEMENTS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.                                     | UTILITIES<br>CONSTRUCTION                   | FY 2025 -<br>FY 2026 -<br>FY 2027 -   | \$60,000<br>\$1,315,000<br>\$1,719,000<br>\$3,094,000  | (BA)<br>(BA)<br>(BA)   |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

| DIVISION 5 HN-0013 DURHAM PROJ.CATEGORY EXEMPT  | ERWIN ROAD, ERWIN ROAD AT CORNWALLIS ROAD. CONSTRUCT TURN LANES. TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 24 TO FY 25.   | ENGINEERING RIGHT-OF-WAY CONSTRUCTION     | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 - | \$206,000<br>\$52,000<br>\$80,000<br>\$20,000<br>\$597,000<br>\$149,000<br>\$1,104,000 | (CMAQ)<br>(T(M))<br>(CMAQ)<br>(T(M))<br>(CMAQ)<br>(T(M)) |
|---|--|---|--|--|--|
| HN-0014<br>DURHAM<br>PROJ.CATEGORY<br>EXEMPT    | CORNWALLIS ROAD, CORNWALLIS ROAD AND ALSTON AVENUE. CONSTRUCT TURN LANES.  TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 24 TO FY 25.   | ENGINEERING RIGHT-OF-WAY CONSTRUCTION     | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 - | \$198,000<br>\$50,000<br>\$35,000<br>\$9,000<br>\$437,000<br>\$109,000<br>\$838,000    | (CMAQ)<br>(T(M))<br>(CMAQ)<br>(T(M))<br>(CMAQ)<br>(T(M)) |
| HS-2005E<br>DURHAM<br>PROJ.CATEGORY<br>REGIONAL | US 15 / US 501 BUSINESS, NC 751 (ACADEMY ROAD) INTERCHANGE IN DURHAM. INSTALL GUARDRAIL.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.  | CONSTRUCTION                              | FY 2025  | \$175,000<br>\$175,000   | (HSIP)   |
| HS-2405AA<br>WAKE<br>PROJ.CATEGORY<br>REGIONAL  | US 70/US 401/NC 50 (WILMINGTON STREET), SR<br>1370/SR 2684 (TRYON ROAD) INTERSECTION.<br>UPGRADE TRAFFIC SIGNAL, INSTALL/UPGRADE<br>PEDESTRIAN ACCOMMODATIONS.<br>TO ALLOW ADDITIONAL TIME FOR PLANNING AND<br>DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. | UTILITIES<br>CONSTRUCTION                 | FY 2025 -<br>FY 2026   | \$2,000<br>\$270,000<br>\$272,000  | (HSIP)<br>(HSIP)   |
| HS-2405AB<br>WAKE<br>PROJ.CATEGORY<br>DIVISION  | SR 2000 (FALLS OF NEUSE ROAD), NORTH BEND DRIVE INTERSECTION. UPGRADE TRAFFIC SIGNAL, INSTALL/UPGRADE PEDESTRIAN ACCOMMODATIONS. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.                                     | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 -  | \$2,000<br>\$3,000<br>\$114,000<br>\$119,000   | (HSIP)<br>(HSIP)<br>(HSIP)                               |
| HS-2405AC<br>WAKE<br>PROJ.CATEGORY<br>DIVISION  | SR 2000 (FALLS OF NEUSE ROAD), NEWTON ROAD INTERSECTION. UPGRADE TRAFFIC SIGNAL, INSTALL/UPGRADE PEDESTRIAN ACCOMMODATIONS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>                                   | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 -  | \$2,000<br>\$3,000<br>\$135,000<br>\$140,000   | (HSIP)<br>(HSIP)<br>(HSIP)                               |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP MODIFICATIONS

| DIVISION 5 HS-2405AK WAKE PROJ.CATEGORY DIVISION | SR 1004 (GARNER ROAD), SR 2684 (TRYON ROAD) INTERSECTION. UPGRADE TRAFFIC SIGNAL, AND INSTALL PEDESTRIAN SIGNALS, CURB RAMPS, AND CROSSWALKS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.                       | UTILITIES<br>CONSTRUCTION                 | FY 2025 -<br>FY 2026                | \$8,000<br>\$145,000<br>\$153,000             | (HSIP)<br>(HSIP)           |
|--|--|---|-------------------------------------|---|----------------------------|
| HS-2405G<br>WAKE<br>PROJ.CATEGORY<br>DIVISION    | SR 1349 (DILLARD DRIVE), SR 1349 (DILLARD DRIVE) AT DILLARD DRIVE MIDDLE SCHOOL / ORABELLE COURT. INSTALL TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.            | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 - | \$8,000<br>\$30,000<br>\$297,000<br>\$335,000 | (HSIP)<br>(HSIP)<br>(HSIP) |
| HS-2405H<br>WAKE<br>PROJ.CATEGORY<br>DIVISION    | SR 2049 (FORESTVILLE ROAD), SR 2049 (FORESTVILLE ROAD) AT CASHEW DRIVE. INSTALL TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26. | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 - | \$2,000<br>\$20,000<br>\$243,000<br>\$265,000 | (HSIP)<br>(HSIP)<br>(HSIP) |
| HS-2405I<br>DURHAM<br>PROJ.CATEGORY<br>DIVISION  | SR 1110 (BARBEE CHAPEL ROAD), SR 1110 (BARBEE CHAPEL ROAD) AT DOWNING CREEK PARKWAY/HALES WOOD ROAD. INSTALL TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.         | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 - | \$2,000<br>\$2,000<br>\$120,000<br>\$124,000  | (HSIP)<br>(HSIP)<br>(HSIP) |
| HS-2405P<br>DURHAM<br>PROJ.CATEGORY<br>REGIONAL  | US 501 (ROXBORO ROAD), RIPPLING STREAM ROAD INTERSECTION. INSTALL TRAFFIC SIGNAL.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.   | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 - | \$5,000<br>\$5,000<br>\$123,000<br>\$133,000  | . ,                        |
| HS-2405R<br>WAKE<br>PROJ.CATEGORY<br>DIVISION    | SR 3067 (TW ALEXANDER DRIVE), BRIER CLUB<br>LANE/SALEM GLEN LANE INTERSECTION. UPGRADE<br>TRAFFIC SIGNAL AND PEDESTRIAN<br>ACCOMMODATIONS.   | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 - | \$8,000<br>\$3,000<br>\$125,000<br>\$136,000  | . ,                        |

<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u> DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP MODIFICATIONS

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| HS-2405X<br>WAKE<br>PROJ.CATEGORY<br>REGIONAL      | US 70 (GLENWOOD AVENUE), HILBURN DRIVE / GLENWWOOD FOREST DRIVE INTERSECTION. INSTALL/UPGRADE CROSSWALKS, PEDESTRIAN SIGNALS, AND SIDEWALK.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. | UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2026   | \$2,000<br>\$227,000<br>\$229,000  | • •                 |
|--|--|---------------------------|------------------------|--|---------------------|
| HS-2405Y<br>WAKE<br>PROJ.CATEGORY<br>DIVISION      | SR 2026 (HAMMOND ROAD), RUSH STREET INTERSECTION. UPGRADE TRAFFIC SIGNALS AND INSTALL/UPGRADE PEDESTRIAN ACCOMMODATIONS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.                    | CONSTRUCTION              | FY 2026                | \$183,000<br>\$183,000   | (HSIP)              |
| HS-2405Z<br>WAKE<br>PROJ.CATEGORY<br>REGIONAL      | US 70/401/NC 50 (WILMINGTON STREET), CHAPANOKE ROAD INTERSECTION. UPGRADE TRAFFIC SIGNAL AND PEDESTRIAN ACCOMMODATIONS.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.                     | CONSTRUCTION              | FY 2026                | \$89,000<br>\$89,000   | (HSIP)              |
| TD-5294<br>DURHAM<br>PROJ.CATEGORY<br>PUBLIC TRANS | GOTRIANGLE, NC 98 (HOLLOWAY STREET) TRANSIT CORRIDOR. CONSTRUCT ACCESS AND BUS STOP IMPROVEMENTS.  MODIFY FUNDING IN FY 25 AND FY 26 AT THE REQUEST OF THE MPO.  | PLANNING                  |                        | \$2,327,000<br>\$1,223,000<br>\$306,000<br>\$10,823,000<br>\$2,706,000<br>\$17,385,000 | (DP)<br>(L)<br>(DP) |
| TM-0043<br>DURHAM<br>PROJ.CATEGORY<br>PUBLIC TRANS | GODURHAM, PURCHASE SIX (6) ELECTRIC TRANSIT BUSES.  MODIFY FUNDING IN FY 26 AT THE REQUEST OF THE MPO.   | ACQUISITION               | FY 2026 -<br>FY 2026   | \$6,807,000<br><u>\$14,476,000</u><br>\$21,283,000                                     |                     |
| DIVISION 6 * HI-0016 ROBESON                       | US 74 (FUTURE I-74), EAST OF NC 41 TO EAST OF COLUMBUS COUNTY LINE. PAVEMENT   | CONSTRUCTION              | FY 2025 -<br>FY 2026 - | \$2,546,000<br>\$6,566,000   | (NHPIM)<br>(NHPIM)  |

PROJ.CATEGORY REHABILITATION.

STATEWIDE

THRESHOLDS.

COST INCREASE EXCEEDING \$2 MILLION AND 25%

FY 2027 - \$4,288,000 (NHPIM) \$13,400,000

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP MODIFICATIONS

| DIVISION 6 HN-0022 ROBESON PROJ.CATEGORY REGIONAL              | NC 130, AT NC 904. CONSTRUCT ROUNDABOUT.  ADD UTILITY PHASE IN FY 25 NOT PREVIOUSLY PROGRAMMED.  | ENGINEERING RIGHT-OF-WAY UTILITIES CONSTRUCTION | FY 2025 - \$160,000 (CRPLT5) FY 2025 - \$40,000 (T(M)) FY 2025 - \$120,000 (CRPLT5) FY 2025 - \$30,000 (T(M)) FY 2025 - \$144,000 (CRPLT5) FY 2025 - \$36,000 (T(M)) FY 2026 - \$1,391,000 (CRPLT5) FY 2026 - \$392,000 (T(M)) FY 2027 - \$1,569,000 (CRPLT5) FY 2027 - \$348,000 (T(M)) \$4,230,000 |
|--|--|---|--|
| U-2519F<br>CUMBERLAND<br>ROBESON<br>PROJ.CATEGORY<br>STATEWIDE | I-295, WEST OF EXIT 34 TO I-95 INTERCHANGE TO THE SOUTH. INSTALL ITS ALONG FAYETTEVILLE OUTER LOOP.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. | CONSTRUCTION                                    | FY 2026 - \$2,330,000 (NHP)<br>FY 2027 - \$2,944,000 (NHP)<br>FY 2028 - \$725,000 (NHP)<br>\$5,999,000   |
| DIVISION 7 I-5898 ROCKINGHAM PROJ.CATEGORY REGIONAL            | FUTURE I-73 / US 220, US 311 / NC 135 INTERCHANGE. REPLACE BRIDGE 780074 AND UPGRADE INTERCHANGE.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.   | CONSTRUCTION                                    | FY 2026 - \$230,000 (T)<br>FY 2027 - \$13,110,000 (T)<br>FY 2028 - \$7,130,000 (T)<br>FY 2029 - \$2,530,000 (T)<br>\$23,000,000  |
| * I-6059<br>ALAMANCE<br>PROJ.CATEGORY<br>DIVISION              | I-40 / I-85, SR 1981 (TROLLINGWOOD-HAWFIELDS<br>ROAD) IN MEBANE. UPGRADE INTERCHANGE.<br><u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u><br><u>THRESHOLDS.</u>                              | RIGHT-OF-WAY<br>UTILITIES<br>CONSTRUCTION       | FY 2025 - \$5,100,000 (T)<br>FY 2025 - \$2,500,000 (T)<br>FY 2025 - \$10,000,000 (HF)<br>FY 2026 - \$4,862,000 (T)   |

| TD-5295       | GO TRIANGLE, TOWN OF HILLSBOROUGH.            | CONSTRUCTION | FY 2026 - | \$120,000   | (S)    |
|---------------|---|--------------|-----------|-------------|--------|
| ORANGE        | CONSTRUCT PARK-AND-RIDE LOT.                  |              | FY 2026 - | \$800,000   | (L)    |
| PROJ.CATEGORY | MODIFY FUNDING IN FY 26 AT THE REQUEST OF THE |              | FY 2026 - | \$800,000   | (5307) |
| REGIONAL      | MPO.  |              |           | \$1,720,000 |        |

FY 2027 - \$8,041,000 (T) FY 2028 - \$5,797,000 (T) \$36,300,000

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

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| TG-0019<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR ROUTINE CAPITAL: FAREBOXES, CAMERA SYSTEMS, APCS, AND DELIVERY FOR ASSET TRANSFER OF USED BUSES; DEPOT TICKET MACHINES: REALTIME SHELTER SIGNAGE; AND BUS SHELTERS.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO. | CAPITAL    | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 - | \$268,000<br>\$1,072,000<br>\$134,000<br>\$536,000<br>\$134,000<br>\$536,000<br>\$536,000<br>\$3,350,000                       | (L)<br>(5309)<br>(L)<br>(5309)<br>(L)<br>(5309)<br>(L)<br>(5309) |
|--|---|------------|--|--|--|
| TG-0028<br>ORANGE<br>PROJ.CATEGORY<br>PUBLIC TRANS   | CHAPEL HILL TRANSIT, REGIONWIDE. EXPAND FACILITY.  MODIFY FUNDING IN FY 25, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.  | PLANNING   | FY 2025 -<br>FY 2025 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -  | \$2,384,000<br>\$2,000,000<br>\$2,000,000<br>\$14,500,000<br>\$500,000<br>\$21,384,000   | (L)<br>(5339(b))<br>(L)<br>(L)<br>(5339(b))                      |
| TG-4759<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AGENCY, FUNDING FOR PREVENTIVE MAINTENANCE.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.  | CAPITAL    | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -              | \$1,552,000<br>\$6,206,000<br>\$776,000<br>\$3,103,000<br>\$776,000<br>\$3,103,000<br>\$776,000<br>\$3,103,000<br>\$19,395,000 | (L)<br>(5307)<br>(L)<br>(5307)<br>(L)<br>(5307)<br>(L)<br>(5307) |
| TG-4957<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR OPERATING-ADA PARATRANSIT SERVICE.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.  | OPERATIONS | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -              | \$331,000<br>\$1,324,000<br>\$166,000<br>\$662,000<br>\$166,000<br>\$662,000<br>\$166,000<br>\$662,000<br>\$4,139,000          | (L)<br>(5307)<br>(L)<br>(5307)<br>(L)<br>(5307)<br>(L)<br>(5307) |
| TG-5105<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR ROUTINE CAPITAL.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.  | CAPITAL    | FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -              | \$28,000<br>\$112,000<br>\$14,000<br>\$56,000<br>\$14,000<br>\$56,000<br>\$56,000<br>\$350,000                                 | (L)<br>(5309)<br>(L)<br>(5309)<br>(L)<br>(5309)<br>(L)<br>(5309) |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

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| TM-0053<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR OPERATING MICROSTRANSIT.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.      | OPERATIONS | FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -                           | \$1,094,000<br>\$1,094,000<br>\$547,000<br>\$547,000<br>\$547,000<br>\$547,000<br>\$547,000   | (5307)<br>(L)<br>(5307)<br>(L)<br>(5307)<br>(L)                             |
|--|---|------------|---|---|---|
| TO-6139<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR SECTION 5310 OPERATING.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.       | OPERATIONS | FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -                           | \$100,000<br>\$100,000<br>\$50,000<br>\$50,000<br>\$50,000<br>\$50,000<br>\$50,000<br>\$50,000  | (5310)<br>(L)<br>(5310)<br>(L)<br>(5310)<br>(L)                             |
| TP-5101<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR PLANNING ASSISTANCE-5303.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.     | PLANNING   | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 - | \$54,000<br>\$54,000<br>\$435,000<br>\$27,000<br>\$27,000<br>\$27,000<br>\$27,000<br>\$217,000<br>\$27,000<br>\$27,000<br>\$1,356,000 | (L) (5303) (SMAP) (L) (5303) (SMAP) (L) (5303) (SMAP) (L) (5303) (SMAP) (L) |
| TQ-6783<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR SECTION 5310 CAPITAL PROJECT.  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO. | CAPITAL    | FY 2025 -<br>FY 2026 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 -                           | \$160,000<br>\$641,000<br>\$80,000<br>\$320,000<br>\$80,000<br>\$320,000<br>\$320,000<br>\$2,001,000                                  | (L)<br>(5310)<br>(L)<br>(5310)<br>(L)<br>(5310)<br>(L)<br>(5310)            |

| DIVISION | 7 |
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| TO-7000<br>GUILFORD<br>PROJ.CATEGORY<br>PUBLIC TRANS        | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR SECTION 5310 PROGRAM ADMINISTRATION MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO. | ADMINISTRATIVE | FY 2025 -<br>FY 2026 -<br>FY 2027 -<br>FY 2028 -  | \$82,000<br>\$41,000<br>\$41,000<br>\$41,000<br>\$205,000                          | (5310)<br>(5310)                                |
|---|--|----------------|---|--|---|
| TS-4758<br>GUILFORD<br><b>PROJ.CATEGORY</b><br>PUBLIC TRANS | GREENSBORO TRANSIT AUTHORITY, FUNDING FOR SAFETY & SECURITY  MODIFY FUNDING IN FY 25, FY 26, FY 27 AND FY 28 AT THE REQUEST OF THE MPO.                  | CAPITAL        | FY 2025 -<br>FY 2025 -<br>FY 2026 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 - | \$33,000<br>\$132,000<br>\$17,000<br>\$66,000<br>\$17,000<br>\$66,000<br>\$414,000 | (5307)<br>(L)<br>(5307)<br>(L)<br>(5307)<br>(L) |
| DIVISION 8  |  |                |   |  |   |
| * BL-0136<br>HOKE   | US 401, WALMART TO JAMES A. LEACH AQUATIC & RECREATION CENTER IN RAEFORD. CONSTRUCT  | ENGINEERING    | FY 2025 -<br>FY 2025 -  | \$40,000<br>\$10,000   | ` '   |
| PROJ.CATEGORY   | SIDEWALK.  | RIGHT-OF-WAY   | FY 2026 -   | \$32,000   | , ,   |
| DIVISION  | ADD RIGHT-OF-WAY AND UTILITY PHASES IN FY 26<br>NOT PREVIOUSLY PROGRAMMED AND DELAY  | UTILITIES      | FY 2026 -<br>FY 2026 -  | \$8,000<br>\$26,000  | ,,  |
|   | CONSTRUCTION PHASE FROM FY 25 TO FY 27 AT THE  | CONSTRUCTION   | FY 2026 -<br>FY 2027 -  | \$6,000<br>\$519,000   | ` ` '/  |
|   | REQUEST OF THE MPO.  | CONSTRUCTION   | FY 2027   | \$130,000<br>\$1771,000  | • •   |
| EB-6018   | SR 1639 (SPRING STREET); SR 1615 (SOUTH MAIN   | RIGHT-OF-WAY   | FY 2026 -   | \$256,000  | ` '   |
| RICHMOND<br>PROJ.CATEGORY                                   | STREET), SPRING STREET FROM SR 1640 (WIREGRASS ROAD) TO NC 177 AND MAIN STREET FROM BRIDGES  | UTILITIES      | FY 2026 -<br>FY 2026 -  | \$64,000<br>\$44,000   | (L)<br>(TA5T50)                                 |
| DIVISION  | STREET TO NC 38 IN HAMLET. CONSTRUCT SIDEWALKS.  | CONSTRUCTION   | FY 2026 -<br>FY 2028 -  | \$11,000<br>\$1,920,000  | (L)<br>(TA5T50)                                 |
|   | TO REFLECT LATEST DELIVERY SCHEDULE, DELAY   | CONSTRUCTION   | FY 2028 -   | \$480,000  | . ,   |
|   | <u>RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26.</u>   |                |   | \$2,775,000  |   |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

# TRANSPORTATION PROGRAM STIP MODIFICATIONS

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| * I-5880      | I-40 / US 311, NC 109 (THOMASVILLE ROAD) /  | RIGHT-OF-WAY | FY 2025 - | \$576,000    | (NHP) |
|---------------|---|--------------|-----------|--------------|-------|
| FORSYTH       | CLEMMONSVILLE ROAD SPLIT-DIAMOND            |              | FY 2026 - | \$360,000    | (NHP) |
| PROJ.CATEGORY | INTERCHANGE IN WINSTON-SALEM. CONVERT HALF  |              | FY 2027 - | \$360,000    | (NHP) |
| REGIONAL      | DIAMOND INTERCHANGE AT NC 109 TO FULL       | CONSTRUCTION | FY 2025 - | \$16,792,000 | (NHP) |
|               | DIAMOND, AND REMOVE CONNECTOR ROADS AND     |              | FY 2026 - | \$18,925,000 | (NHP) |
|               | HALF DIAMOND INTERCHANGE AT CLEMMONSVILLE   |              | FY 2027 - | \$9,283,000  | (NHP) |
|               | ROAD  |              |           | \$46,296,000 |       |
|               | COST INCREASE EXCEEDING \$2 MILLION AND 25% |              |           |              |       |
|               | THRESHOLDS.                                 |              |           |              |       |
|               |   |              |           |              |       |
|               |   |              |           |              |       |

### **DIVISION 10**

| BL-0081<br>MECKLENBURG    | LEBANON ROAD AND MARGARET WALLACE ROAD,<br>MARGARET WALLACE ROAD TO GRISTMILL LANE.         | ENGINEERING  | FY 2025 -<br>FY 2025 - | \$347,000 (TA<br>\$87,000 (L)                   | ADA)<br>.)    |
|---------------------------|---|--------------|------------------------|---|---------------|
| PROJ.CATEGORY DIVISION    | CONSTRUCT SIDEWALK. IDLEWILD ROAD TO LEBANON ROAD. CONSTRUCT SIDEWALK.                      | RIGHT-OF-WAY | FY 2026 -<br>FY 2026 - | \$106,000 (TA<br>\$27,000 (L)                   | ADA)<br>.)    |
|                           | TO REFLECT LATEST DELIVERY SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 24 TO FY 25.     | CONSTRUCTION | FY 2027 -<br>FY 2027   | \$865,000 (TA<br>\$216,000 (L)<br>\$1,648,000   | ADA)<br>)     |
| HL-0063<br>CABARRUS       | SR 1173 (CALDWELL ROAD), NC 49 TO US 29. EXTEND ROADWAY APPROXIMATELY 3000 FEET AND IMPROVE | RIGHT-OF-WAY | FY 2026 -<br>FY 2026 - | \$886,000 (T(<br>\$222,000 (L)                  | (DA))<br>.)   |
| PROJ.CATEGORY<br>DIVISION | INTERSECTION OF SR 1173 (CALDWELL ROAD) AND NC 49.  | UTILITIES    | FY 2026 -<br>FY 2026 - | \$8,000 (T(<br>\$2,000 (L)                      | (DA))<br>(DA) |
|                           | TO REFLECT LATEST PROJECT DELIVERY SCHEDULE,<br>DELAY RIGHT-OF-WAY FROM FY 25 TO FY 26.     | CONSTRUCTION | FY 2026 -<br>FY 2026   | \$3,325,000 (T(<br>\$831,000 (L)<br>\$5,274,000 | (DA))<br>.)   |

### **DIVISION 11**

| B-5835        | SR 1306 (HICKS HOLLOW ROAD), REPLACE BRIDGE  | RIGHT-OF-WAY | FY 2025 - | \$150,000   | (BGOFF) |
|---------------|--|--------------|-----------|-------------|---------|
| AVERY         | 050125 OVER ELK RIVER.                       | UTILITIES    | FY 2025 - | \$160,000   | (BGOFF) |
| PROJ.CATEGORY | TO REFLECT THE LATEST DELIVERY SCHEDULE,     | CONSTRUCTION | FY 2025 - | \$1,494,000 | (BGOFF) |
| DIVISION      | ACCELERATE CONSTRUCTION FROM FY 26 TO FY 25. |              | FY 2026   | \$1,106,000 | (BGOFF) |
|               |  |              |           | \$2,910,000 |         |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

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| * C-5606B<br>GASTON<br>PROJ.CATEGORY<br>EXEMPT        | NC 161, SOUTH 13TH STREET TO SOUTH 14TH STREET. CONSTRUCT SIDEWALK WITH CROSSWALKS AT SOUTH 13TH STREET AND SOUTH 14TH STREET. MODIFY SCOPE AT THE REQUEST OF THE MPO.   | RIGHT-OF-WAY CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2025 -<br>FY 2025 -                           | \$1,000<br>\$423,000   | (CMAQ)                        |
|---|--|---------------------------|--|--|-------------------------------|
| EB-5745<br>GASTON<br>PROJ.CATEGORY<br>DIVISION        | SR 1255 (HUDSON BOULEVARD) SR 2466 (REDBUD DRIVE), SR 1255 (HUDSON BOULEVARD) FROM SR 2200 (GASTON DAY SCHOOL ROAD) TO SR 2466 (REDBUD DRIVE). SR 2466 (REDBUD DRIVE) FROM SR 1255 (HUDSON BOULEVARD) TO NC 279 (SOUTH NEW HOPE ROAD). CONSTRUCT SIDEWALK ON ONE SIDE.  TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY ACQUISITION FROM FY 24 TO FY 25 AND DELAY CONSTRUCTION FROM FY 25 TO FY 27. | RIGHT-OF-WAY CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2027 -<br>FY 2027 -<br>FY 2028 -<br>FY 2028 - | \$720,000<br>\$180,000<br>\$1,485,000<br>\$465,000<br>\$515,000<br>\$35,000<br>\$3,400,000 | (TA50200)<br>(L)<br>(TA50200) |
| R-5712<br>LINCOLN<br><b>PROJ.CATEGORY</b><br>REGIONAL | NC 16 BUSINESS, SR 1439 (UNITY CHURCH ROAD) / SR 1387 (TRIANGLE CIRCLE). ADD TURN LANES.  COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.  | UTILITIES<br>CONSTRUCTION | FY 2025 -<br>FY 2025 -<br>FY 2026 -  | \$1,200,000<br>\$2,291,000<br>\$2,189,000<br>\$5,680,000                                   | (T)                           |
| TG-6183A<br>GASTON<br>PROJ.CATEGORY<br>PUBLIC TRANS   | GASTONIA TRANSIT, FUNDING FOR ADA PARATRANSIT SERVICE  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.  | OPERATIONS                | FY 2025 -<br>FY 2025   | \$250,000<br>\$1,000,000<br>\$1,250,000  | (L)<br>(5307)                 |
| TG-6184B<br>GASTON<br>PROJ.CATEGORY<br>PUBLIC TRANS   | GASTONIA TRANSIT, FUNDING FOR PREVENTATIVE MAINTENANCE.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.  | OPERATIONS                | FY 2025 -<br>FY 2025   | \$85,000<br>\$342,000<br>\$427,000   | • •                           |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

| TM-0047<br>GASTON<br>PROJ.CATEGORY<br>PUBLIC TRANS                  | GASTONIA TRANSIT, FUNDING FOR CAPITAL ROLLING STOCK.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.                                   | CAPITAL    | FY 2025 -<br>FY 2025   | \$75,000<br>\$300,000<br>\$375,000        | (L)<br>(5307) |
|---|--|------------|------------------------|---|---------------|
| TO-6061<br>GASTON<br>PROJ.CATEGORY<br>PUBLIC TRANS                  | GASTONIA TRANSIT, FUNDING FOR OPERATING EXPENSES.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.                                      | OPERATIONS | FY 2025 -<br>FY 2025   | \$2,957,000<br>\$2,957,000<br>\$5,914,000 | (L)<br>(5307) |
| DIVISION 13<br>TM-5138<br>BUNCOMBE<br>PROJ.CATEGORY<br>PUBLIC TRANS | CITY OF ASHEVILLE, FUNDING FOR JARC OPERATIONS.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.  | OPERATIONS | FY 2025 -<br>FY 2025   | \$408,000<br>\$408,000<br>\$816,000       | (L)<br>(3037) |
| TQ-6186<br>BUNCOMBE<br><b>PROJ.CATEGORY</b><br>PUBLIC TRANS         | ASHEVILLE REDEFINES TRANSIT, FUNDING FOR 5310 TRADITIONAL PROJECTS.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.                    | CAPITAL    | FY 2025 -<br>FY 2025 - | \$69,000<br>\$278,000<br>\$347,000        | (L)<br>(5310) |
| TQ-6187<br>BUNCOMBE<br>PROJ.CATEGORY<br>PUBLIC TRANS                | CITY OF ASHEVILLE, FUNDING FOR 5310 OTHER PROJECTS.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO.                                    | OPERATIONS | FY 2025 -<br>FY 2025   | \$177,000<br>\$177,000<br>\$354,000       | (L)<br>(5310) |
| TQ-7010<br>BUNCOMBE<br>PROJ.CATEGORY<br>PUBLIC TRANS                | CITY OF ASHEVILLE, FUNDING FOR ASHEVILLE RIDES TRANSIT. 5310 ADMINISTRATIVE OVERSIGHT.  MODIFY FUNDING IN FY 25 AT THE REQUEST OF THE MPO. | CAPITAL    | FY 2025 -<br>FY 2025   | \$50,000<br>\$50,000<br>\$100,000         | (L)<br>(5310) |

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

## TRANSPORTATION PROGRAM STIP MODIFICATIONS

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U-6163 SR 3116 (MILLS GAP ROAD), SR 3136 (CANE CREEK FY 2026 -\$100,000 (HF) **RIGHT-OF-WAY** ROAD). CONSTRUCT ROUNDABOUT. **BUNCOMBE** UTILITIES FY 2026 -\$300,000 (HF) CONSTRUCTION FY 2027 -PROJ.CATEGORY TO ALLOW ADDITIONAL TIME FOR PLANNING AND \$636,000 (BGANY) FY 2028 - \$1,764,000 DIVISION DESIGN, DELAY RIGHT-OF-WAY FROM FY 25 TO FY 26 (BGANY) AND CONSTRUCTION FROM FY 25 TO FY 27. \$2,800,000

**DIVISION 14** 

\* BL-0008 CLEAR CREEK GREENWAY/ HENDERSONVILLE. RIGHT-OF-WAY FY 2025 -\$83,000 (BGANY) **HENDERSON** CONSTRUCT MULTI-USE PATH FROM BERKELEY MILLS FY 2025 -\$20,000 (L) PARK TO LAKEWOOD ROAD. PROJ.CATEGORY CONSTRUCTION FY 2025 -\$2,278,000 (BGANY) DIVISION FY 2025 - \$933,000 (L) ADD RIGHT-OF-WAY IN FY 25 NOT PREVIOUSLY \$3,314,000 PROGRAMMED AT THE REQUEST OF THE MPO.

#### STIP DELETIONS

#### **DIVISION 13**

U-5019D RIVERWAY MULTI-MODAL NETWORK, LIVINGSTON CONSTRUCTION FY 2026 - \$1,500,000 (L) STREET COMPLETE STREETS IMPROVEMENTS. \$1,500,000 PROJ.CATEGORY DIVISION

### **ITEM N SUMMARY**

ADDITIONS 6 PROJECTS \$39,766,000

MODIFICATIONS 75 PROJECTS

DELETIONS 1 PROJECTS \$1,500,000

82 PROJECTS \$38,266,000

### April 3, 2025 Board of Transportation Agenda – Special and Municipal Agreements

SUMMARY: There are a total of 39 agreements for approval by the Board of Transportation

#### Division 2

Elizabeth City State University (Middle School Program) Pasquotank County 50084.1.60 13241 This Project is to provide a National Summer Transportation Institute curriculum targeted for middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$59,998.

Elizabeth City State University (High School Program) Pasquotank County 50084.1.59 13240 This Project is to provide a National Summer Transportation Institute curriculum targeted for high school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$52,400.

Greenville Utility Commission Pitt County U-5875 44677.3.1 1000025071 This Project consists of widening SR 1203 (Allen Street) to multi-lanes from SR 1467 (Stantonsburg Road) to US 13 (Dickinson Avenue Extension). At the request of the Commission, the Department will include provisions in the construction contract for the contractor to relocate the gas lines. The Commission shall reimburse the Department the entire cost of said utility work. The estimated reimbursement from the Commission is \$291,875.

#### **Division 3**

Evolve at St. James, LLC Brunswick County R-5021 41582.3.1 1000025080 This Project consists of widening NC 211 to multiple lanes (6.6 miles) from SR 1500 (Midway Road) to NC 87. At the request of the Developer the Department will construct new driveway access modifications, modification of turn lanes to facilitate safe and efficient access, and design adjustments necessary for relocating utilities impacted by the roadway modifications as well as, new signalized intersection, including associated infrastructure and traffic control measures. The Developer will reimburse the Department \$624,099.82.

Summerwalk Development, LLC New Hanover County U-6128 48351.3.1 1000025086 This Project consists of an intersection upgrade at Greenville Loop Road and Greenville Avenue on US 76 (Oleander Drive). The Department has performed an impact traffic assessment and requests the Developer to provide 6.5% of the estimated cost of construction. The fixed payment from the Developer is \$714,244.96.

## April 3, 2025 Board of Transportation Agenda – Special and Municipal Agreements

#### Division 3, cont.

Town of St. James Brunswick County BN-0023 51506.1.1 51506.2.1 51506.3.1 13190

City of Wilmington New Hanover County 2025CPT.03.67.10651 11092

City of Jacksonville Onslow County U-5789 44361.3.2 1000025155

Brunswick County Public Utilities Brunswick County HE-0016 51325.3.1 1000024167 This Project consists of replacement of 480 plus street lights with energy efficient LED lights. The Municipality is responsible for all phases of the Project. The Department will reimburse 80% of approved eligible costs from the federal funds allocated, not to exceed \$320,000. The Municipality shall be responsible for providing the 20% non-federal match (\$80,000) and all costs that exceed the total available funding of \$400,000.

This Project consists of City of Wilmington Streetscape and resurfacing improvement project for US 17 (Dawson and Wooster Streets) between SR 1217 (17th St) and US 421 (3rd St). Streetscape improvements include curb extensions (bulb-outs), pedestrian crossing areas, and ADA access. The Municipality will perform the work. The Department will review the plans and participate in actual construction costs related to resurfacing. The estimated reimbursement is \$1,861,000. This agenda item supersedes the item that was approved by the BOT on February 8, 2022.

This Project consists of improving the intersection at NC 54 (Western Boulevard) and SR 2714 (Jacksonville Parkway). At the request of the Municipality the Department will repair the existing asphalt pavement on Gateway Drive N from Sta. 21+50 to 26+00 (-Y1-). The Municipality will reimburse the Department 100% of the actual cost of the Project. The estimated cost of the additional work is \$81,485.

This Project consists of construction of a new road from 0.5 miles east of Brunswick County line to 1.5 miles east of Brunswick County line on US 74. At the request of the County, the Department shall include provisions in the construction contract for the contractor to install approximately 100 LF of 30-inch steel encasement pipe near the intersection of the new pump station/water tank driveway. The County shall reimburse the Department the entire cost of said utility work. The estimated reimbursement from the County is \$52,500. This agenda item supersedes the item that was approved by the BOT on February 8, 2022.

#### **Division 4**

City of Rocky Mount Nash County U-5026 R-5720 44033.3.3 1000024846 This Project consists of the conversion of a grade separation to an interchange at I-95 and SR 1770 (Sunset Avenue). The Department will prepare the environmental and/or planning document, Project plans and specifications, construct the Project, and acquire any needed right of way. At the request of the Municipality, the Department will include in its contract the relocation of a light standard and removal of a light standard foundation. The Municipality shall reimburse the Department 100% of the actual cost of the work. The estimated reimbursement from the Municipality is \$11,266.61.

#### **Division 5**

Burnette Forest LLC Wake County R-2829B 35517.3.TA2 1000024995 This Project consists of construction of Toll NC 540 – Triangle Expressway Southeast Extension from south of SR 2542 (Rock Quarry Road) to I-540/I-87/US 64/US 264 in Wake County. The Department shall prepare the environmental and/or planning document, Project plans and specifications, construct the Project, and acquire any needed right of way. At the request of the Developer, the Department shall include in its contract the installation of a 30-inch encasement pipe at approximately -L- Station 1247+00.00 to provide future sewer service underneath Toll NC 540 for the R-2829B Parcel No. 31. The Developer shall reimburse the Department 100% of the actual cost of the work. The estimated reimbursement from the Developer is \$410,000.

Town of Fuquay-Varina Wake County HL-0027 49612.1.1 49612.2.1 49612.2.2 49612.3.1 13192 This Project consists of widening Sunset Lake Road (SR 1301) from US 401 to Products Road (SR 1431) in Fuquay-Varina. This Supplemental Agreement is to increase the funding. The Department's original participation was \$1,312,207. The Department shall participate in an additional amount not to exceed \$900,000 (80%) for a total of \$2,212,207 in BGDA funds. The Municipality will provide an additional \$225,000 (20%) for a total of \$553,052 as their local match, and all costs that exceed the new total available funding of \$2,765,259.

### Division 5, cont.

| Town of Fuquay-Varina |
|-----------------------|
| Wake County           |
| HL-0042               |
| 49880.1.1             |
| 49880.2.1             |
| 49880.2.2             |
| 49880.3.1             |
| 13193                 |
|                       |

This Project consists of adding dedicated left, through, and right turn lanes on the eastern side of the intersection of Judd Parkway and Highway 55 (Broad Street) in Fuquay-Varina. This Supplemental Agreement is to increase the funding. The Department's original participation was \$1,497,746. The Department shall participate in an additional amount not to exceed \$900,000 (80%) for a total of \$2,397,746 in CMAQ funds. The Municipality will provide an additional \$225,000 (20%) for a total of \$599,437 as their local match, and all costs that exceed the new total available funding of \$2,997,183.

| City of Doloigh |
|-----------------|
| City of Raleigh |
| Wake County     |
| HS-2405AR       |
| 50977.1.45      |
| 50977.2.57      |
| 50977.2.58      |
| 50977.3.45      |
| 13211           |
|                 |

This Project consists of the pedestrian improvements at multiple existing crosswalks including pedestrian curb extensions, raised crosswalks and median refuge islands in downtown Raleigh. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the HSIP federal funds (\$1,030,000) and state funds (\$160,000) allocated, not to exceed \$1,190,000. The Municipality shall provide all costs that exceed the total available funding of \$1,190,000.

City of Raleigh Wake County HS-2405AS 50977.3.46 13213 This Project consists of a signal upgrade that includes four (4) section left turn signals for Calvary Drive, LPI/APS, relocate crosswalks on Capital Boulevard, extend median, relocate bus stops closer to intersection and install median fence in Raleigh. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the HSIP federal funds allocated, not to exceed \$395,000. The Municipality shall provide all costs that exceed the total available funding of \$395,000.

City of Raleigh Wake County HS-2405W 50977.1.24 50977.2.24 50977.2.42 50977.3.24 13212 This Project consists of the pedestrian safety upgrades including curb ramps, hi-vis crosswalks, and signal upgrades along Martin Luther King Jr. Boulevard from Raleigh Road to Poole Road in Raleigh. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the HSIP federal funds (\$485,000) and state funds (\$65,000) allocated, not to exceed \$550,000. The Municipality shall provide all costs that exceed the total available funding of \$550,000.

## Division 5, cont.

| Division 5, cont.   |   |
|---|---|
| City of Raleigh<br>Wake County<br>HS-2405V<br>50977.1.23<br>50977.2.23<br>50977.2.41<br>50977.3.23<br>13214 | This Project consists of the pedestrian safety upgrades including curb ramps, hi-vis crosswalks, new traffic signal and signal upgrades along Martin Luther King Jr. Boulevard from Gregg Street to Rock Quarry Road in Raleigh. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the HSIP federal funds (\$425,000) and state funds (\$75,000) allocated, not to exceed \$500,000. The Municipality shall provide all costs that exceed the total available funding of \$500,000. |
| City of Raleigh<br>Wake County<br>HS-2405S<br>50977.1.20<br>50977.2.20<br>50977.2.38<br>50977.3.20<br>13215 | This Project consists of the pedestrian safety upgrades including curb ramps, hi-vis crosswalks, new traffic signal and signal upgrades along Martin Luther King Jr. Boulevard from Garner Road to Haywood Street in Raleigh. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the HSIP federal funds (\$448,000) and state funds (\$20,000) allocated, not to exceed \$468,000. The Municipality shall provide all costs that exceed the total available funding of \$468,000.    |
| City of Raleigh<br>Wake County<br>HS-2405T<br>50977.1.21<br>50977.2.21<br>50977.2.39<br>50977.3.21<br>13216 | This Project consists of the pedestrian safety upgrades including curb ramps, hi-vis crosswalks, and signal upgrades along Martin Luther King Jr. Boulevard from Blount Street to S East Street in Raleigh. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the HSIP federal funds (\$393,000) and state funds (\$25,000) allocated, not to exceed \$418,000. The Municipality shall provide all costs that exceed the total available funding of \$418,000.                      |
| Vance Granville Community<br>College<br>Vance County<br>50084.1.62<br>13239                                 | This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$38,200.   |
| Vance Granville Community   | This Project is to provide a National Summer  |

4/3/2025
NCDOT Board of Transportation Meeting Minutes

College Ace Academy

Vance County

50084.1.63

13238

Transportation Institute curriculum targeted for high school

and middle school students related to transportation career

University 100% of the approved eligible costs up to the

maximum federal and state award amount of \$17,300.

opportunities. The Department will reimburse the

#### **Division 6**

Town of Hope Mills Cumberland County BL-0130 51538.1.1 51538.2.1 51538.3.1 13203 This Project consists of installation of sidewalk along Cameron Road from Hope Mills Middle School to the intersection with South Main Street. The Municipality is responsible for all phases of the Project. The Department will reimburse 80% of approved eligible costs from the federal funds allocated, not to exceed \$559,200. The Municipality shall be responsible for providing the 20% non-federal match (\$139,800) and all costs that exceed the total available funding off \$699,000.

#### Division 7

North Carolina Railroad Company (NCRR) Norfolk Southern Railway Company (NSR) City of Greensboro Guilford County P-5709 46920.3.1 This Construction and Maintenance Agreement provides for the closure of the Franklin Boulevard at-grade crossing (Crossing No. 722 959A) and the O'Ferrell Street at-grade crossing (Crossing No. 722 961B), the construction of a rail-over-road grade separation of the NCRR/NSR NC Line at MP 3.02-NC, and realignment and regrading of Franklin Boulevard and SR 4762 (Burlington Road) with SR 2770 (Market Street/Huffine Mill Road). NCRR will provide construction engineering and oversight at a cost to the Department of \$100,000. NSR will construct track and signal improvements at a cost to the Department of \$7,500,000. The total estimated cost to the Department is \$7,600,000.

NC A&T State University Guilford County 50084.1.61 13237 This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$60,000.

#### **Division 8**

Chatham County HE-0006 50381.1.1 1000021531 This Project consists of roadway improvements surrounding Triangle Innovation Point in southeast Chatham County. At the request of the County, the Department shall include provisions in the engineering and design contract for betterments to the water lines. The County shall reimburse the Department the entire cost of said utility design work. The estimated reimbursement from the Municipality is \$18,128.15. This agenda item supersedes the item that was approved by the BOT on May 1, 2024.

City of Sanford Lee County HE-0006 50381.3.3 1000021532 This Project consists of roadway improvements surrounding Triangle Innovation Point in southeast Chatham County. At the request of the Municipality, the Department shall include provisions in the construction contract for betterments to the water lines. The Municipality shall reimburse the Department the entire cost of said utility work. The estimated reimbursement from the Municipality is \$2,170,235.75. This agenda item supersedes the item that was approved by the BOT on May 1, 2024.

Hoke County BL-0135 51545.3.1 13199 This Project consists of the construction of a county operated trail that links Beaumont Court and Chamberlin Blvd with the James A. Leach Aquatic and Recreation Center in Hoke County. The County is responsible for all phases of the Project. The Department will reimburse 80% of approved eligible costs from the TADA federal funds allocated, not to exceed \$343,000. The Municipality shall provide the 20% non-federal match (\$85,750) and all costs that exceed the total available funding of \$428,750.

#### **Division 9**

City of Winston-Salem Forsyth County HM-0004 51316.1.1 51316.2.1 51316.2.2 51316.3.1 13194 This Project consists of the replacement of Old Greensboro Road Bridge #330330 over Brushy Creek Fork Creek in Winston-Salem. The Municipality is responsible for all phases of the Project. The Department will reimburse 100% of approved eligible costs from the Bridge Replacement Program (BFPOFF) Federal funds allocated, not to exceed \$4,815,000. The Municipality shall provide all costs that exceed the total available funding of \$4,815,000.

#### Division 9, cont.

Winston Salem State University Forsyth County 50084.1.64 13236 This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department will reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$45,942.

#### Division 10

Cross Commercial Real Estate Group Mecklenburg County U-5766B 50179.3.1 1000024923 This Project consists of the construction of multi lanes on NC 160 from NC 49 (South Tryon Road) to I-485. The Department will prepare the environmental and/or planning document, Project plans and specifications, construct the Project, and acquire any needed right of way. At the request of the Developer, the Department will include in its contract the construction of twelve-foot wide shared use path and eight-foot grass strip along Steele Creek Road. The Developer shall reimburse the Department up to a maximum amount of \$15,000 for the cost of the work. The Department is responsible for any costs that exceed the estimated cost of the additional work. The estimated cost of the work \$15,000.

City of Kannapolis Cabarrus County HL-0157 51698.3.1 1000024920 This Project consists of the installation of lighting at the George Liles Parkway and I-85 interchange. The Department will perform the installation. The Municipality shall reimburse the Department up to a maximum amount of \$66,666. The estimated cost of the Project is \$1,000,000.

## Division 10, cont.

City of Concord Cabarrus County HL-0157 51698.3.1 1000024879

Charlotte Water Mecklenburg County U-5906 46451.3.1 1000025201

Charlotte Water Mecklenburg County W-5710X 44856.3.24 1000025200 This Project consists of the installation of lighting at the George Liles Parkway and I-85 interchange. The Department will perform the installation. The Municipality shall reimburse the Department up to a maximum amount of \$66,666. The estimated cost of the Project is \$1,000,000.

This Project consists of intersection improvements at SR 2195 (Torrence Chapel Road) and SR 5544 (West Catawba Avenue) in Cornelius. At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to adjust and/or relocate municipally-owned water and sewer lines. The Municipality shall reimburse the Department the entire cost of said utility work. The estimated reimbursement from the Municipality is \$1,094,551.87.

This Project consists of safety improvements on SR 2042 (Oakdale Road) at the intersections of SR 2108 (Sunset Boulevard), SR 2025 (Miranda Road), and SR 2040 (Lawing Road). At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to adjust and/or relocate municipally-owned water and sewer lines. The Municipality shall reimburse the Department the entire cost of said utility work. The estimated reimbursement from the Municipality is \$1,952,051.36.

#### **Division 12**

Lincoln County 51651 13187 This Project consists of the construction of a traffic signal and associated road improvements on NC 150 bypass and Riverview Road (SR 1236) in Lincoln County. The County shall be responsible for all phases of the Project. The Department will participate in actual costs in an amount not to exceed \$200,000. Costs that exceed this amount shall be borne by the County.

#### **Division 13**

Rutherford County HL-0065 50685.3.1 1000024279

Town of Spindale Rutherford County HL-0065 50685.3.1 1000024278

Town of Rutherfordton Rutherford County HL-0065 50685.3.1 1000024277 This Project consists of modifying US 221A (Charlotte Road/Main Street) to a Complete Street and will include improvements or construction of a multi-use path, sidewalks, and upgraded pedestrian crossings and signals, installation of electric vehicle chargers, and improved transit facilities which may include shelters, pullouts, and bicycle racks at four (4) locations along the corridor. Together, the Department, the Town of Rutherfordton, the Town of Spindale, and the County partnered together for a RAISE grant to construct the Project. The County shall provide \$12,000 towards the construction cost of the transit facility amenities. The estimated cost of the transit facility amenities is \$12,000.

This Project consists of modifying US 221A (Charlotte Road/Main Street) to a Complete Street and will include improvements or construction of a multi-use path, sidewalks, and upgraded pedestrian crossings and signals, and the installation of electric vehicle chargers. Together, the Department, the Town of Rutherfordton, Rutherford County, and the Municipality partnered together for a RAISE grant to construct the Project. The Municipality shall provide \$250,000 towards the construction cost of the Project and shall provide fifty percent (50%) of all costs that exceed the total cost of the project. The estimated cost of the Project is \$23,900,000.

This Project consists of modifying US 221A (Charlotte Road/Main Street) to a Complete Street and will include improvements or construction of a multi-use path, sidewalks, and upgraded pedestrian crossings and signals, and the installation of electric vehicle chargers. Together, the Department, the Town of Spindale, Rutherford County, and the Municipality partnered together for a RAISE grant to construct the Project. The Municipality shall provide \$250,000 towards the construction cost of the Project and shall provide fifty percent (50%) of all costs that exceed the total cost of the project. The estimated cost of the Project is \$23,900,000.

#### **Division 14**

Enterprise Products Operating, LLC Jackson County 80000.2.3.148 F24210 This Agreement covers the reimbursement of material costs with approved Freight Rail and Rail Crossing Safety Improvement (FRRCSI) funds to upgrade (SR 1432 – Skyland Drive, Crossing 904 782P) near Sylva, NC. The company will provide the removal of the existing crossing surface and the replacement of the surface with a concrete tub surface. The funding for this Agreement was approved by the Board of Transportation on August 7, 2024. The estimated cost to the Department is \$62,124.00.

SUMMARY: There are a total of <u>26</u> agreements for informational purposes only.

#### Division 1

Town of Nags Head Dare County 13189 This Project consists of the installation of generator transfer switches to allow for generator back-up for signalized intersections within the Town of Nags Head (or as included in Traffic Schedule C-D Agreements). The Municipality will install the generator switches and shall be responsible for maintaining the equipment.

Dare County 36249.5015 1000025182

This Project consists of review and inspection of a traffic signal upgrade at the intersection of US 158 at Epstein Drive/West Seachase Drive. The County shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$5,000.

#### **Division 3**

City of Greenville Pitt County U-5875 44677.3.1 13191 This Project consists of widening SR 1203 (Allen Street) to multiple lanes from SR 1467 (Stantonsburg Road) to US 13 (Dickinson Avenue Extension). The Department will develop the landscape design, prepare plans, and site and install the plantings. The Municipality shall assume maintenance of the plantings after one year.

Town of Beulaville Duplin County 3.103111 13176 This Agreement is to provide sweeping along NC 24 and NC 41. The Department will reimburse the Municipality for the actual cost of labor and equipment not to exceed a maximum amount of \$8,700 per year.

#### **Division 4**

Aldi (N.C.) LLC Wayne County 36249.4979 1000024606 This Project consists of review and inspection of a traffic signal upgrade at the intersection at US 70 Business at NC 42 / SR 1589 (Rose Street). The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$5,000.

### Division 4, cont.

City of Rocky Mount Nash County C-5549 51019.1.1 51019.2.1 51019.3.1 13196 This Project consists of sidewalk improvements on West Raleigh Blvd. and Winston Avenue. This Supplemental Agreement allows the Municipality to add Right of Way phase to the agreement to allow for reimbursement.

#### **Division 5**

PG Burlington, LLC Wake County 36249.5009 1000024997 This Project consists of review and inspection of a traffic signal upgrade at the intersection of Burlington Mills Road and Ligon Mill Road. The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$7,000.

Nash Wendell Falls LLC Wake County 36249.5006 1000024998 This Project consists of review and inspection of a traffic signal installation at the intersection of SR 5272 (Wendell Falls Parkway) at Wendell Valley Boulevard. The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$7,000.

RXR Apex Industrial Holdings LLC Wake County 36249.5007 1000024999 This Project consists of review and inspection of a traffic signal upgrade (or installation) at the intersection at SR 1153 (Veridea Parkway/Old Holly Springs-Apex Road) at NC 540 (Triangle Expressway) EB Ramp. Additionally, this Project will modify the existing intersection of SR 1153 (Veridea Parkway/Old Holly Springs-Apex Road) at Carolina Springs Boulevard (Signal ID: 05-1943) to accommodate converting the intersection from a three-leg intersection to a four-leg intersection. The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$14,000.

Stanley Martin Home LLC Wake County 36249.5008 1000025060 This Project consists of review and inspection of a traffic signal upgrade at the intersection of Forestville Road and Burlington Mills Road. The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$7,000.

### Division 5, cont.

City of Durham Durham County 5.103212 5.203212 13174 This Municipal Maintenance Agreement (Traffic Schedule A) provides for the installation, repair and maintenance of traffic signs and supports by the Municipality on the State Highway System Streets located within the Municipality. The Department will be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

City of Durham Durham County 5.103212 5.203212 13175 This Municipal Maintenance Agreement (Traffic Schedule B) provides for the installation and maintenance of pavement marking materials and pavement markers on the State Highway System Streets located within the Municipality. The Department will be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

#### **Division 8**

City of Asheboro Randolph County 36249.5001 1000024835 This Agreement is to provide de-icing salt or salt brine to the Municipality for the safe and efficient utilization of transportation systems in the Municipality. The Municipality shall reimburse the Department 100% of the actual cost of the de-icing salt brine. The estimated reimbursement to the Department is \$128.71 / ton for deicing salt and \$0.31 / gallon for salt brine, plus labor and handling.

#### **Division 9**

XPO LTL Properties Forsyth County 36249.4998 1000024868 This Project consists of review and inspection of a traffic signal installation at the intersection of NC Hwy 66 & Park Centre Drive/XPO Trucking Entrance. The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$5,000.

Town of Granite Quarry Rowan County 36249.4999 1000024779 This Project consists of design, fabrication, and installation of two (2) "City Limit" signs and two (2) supplemental Baseball Champion Signs on US 52 at the existing city limit sign locations. The Municipality shall reimburse the Department 100% of the actual cost of the Department's work. The estimated reimbursement is \$1,020.

### Division 9, cont.

City of Winston-Salem Forsyth County EB-5840 47297.3.1 13197 This Project consists of the construction of a multi-use path from NC 150 Peters Creek Parkway to Stroll Way. This Supplemental Agreement allows the Municipality additional time to complete the project. The new completion date of the project is December 30, 2026 in lieu of July 1, 2024.

#### **Division 10**

Lee Park Church Union County 36249.5002 1000024858 This Project consists of review and inspection of a traffic signal upgrade (or installation) at the intersection at NC 200 (Morgan Mill Road) and Cyrus Edwards Road in Monroe. The Church shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$6,000.

City of Albemarle Stanley County 36249.5010 1000025066 This Project consists of reviewing and inspecting maintenance work on traffic signals at 1) South 2nd Street and East South Street; 2) North 2nd Street and East North Street; and 3) North 3rd Street and East North Street. The Municipality shall reimburse the Department 100% of the actual cost of work. The estimated reimbursement to the Department is \$6,000.

City of Monroe Union County 36249.4300 1000025135 2000051071 This Project consists of reviewing and inspecting maintenance work on traffic signals 1) Fire Station #4 on SR 1009 (Old Charlotte Highway); 2) Fire Station #5 on (US 601 (Concord Highway); 3) Main Street at Windsor Street; 4) Main Street at Jefferson Street; and 5) East Jefferson Street at North Church Street. The Municipality shall reimburse the Department 100% of the actual cost of the work. The estimated reimbursement to the Department is \$10,000.

Town of Cornelius Mecklenburg County 36249.1272 1000025138 2000046592 This Project consists of reviewing and inspecting maintenance work on traffic signals for two (2) municipally owned signals and one (1) pedestrian hybrid beacon (PHB) at the following locations: 1) Catawba Avenue at Church Street (signal); 2) Catawba Avenue at Smith Circle (signal); and 3) SR 2147 (Westmoreland Road) at Lake Pines Drive (PHB). The Municipality shall reimburse the Department 100% of the actual cost of the work. The estimated reimbursement to the Department is \$6,000.

#### **Division 12**

Prestige Corporate Development, LLC Iredell County 36249.4975 1000024295 This Project consists of review and inspection of a traffic signal installation at the intersection of US 64 (Mocksville Highway) and I-40 west bound ramp (Exit 148). The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$5,000.

Lincoln County 51651 13178 This Project consists of the construction of a traffic signal and associated road improvements on NC 150 bypass and Riverview Road (SR 1236) in Lincoln County. The Municipality shall be responsible for all phases of the Project. The Department will participate in actual costs in an amount not to exceed \$200,000. Costs that exceed this amount shall be borne by the Municipality.

Meritage Homes of the Carolinas Gaston County 36249.5005 1000024983 This Project consists of review and inspection of a traffic signal upgrades (or installation) at the intersection at NC 274 (Union Road)/SR 2435 At NC 274 (Union Road)/Nolan Farm Drive and signal SR 2439 (Beaty Road) at SR 2445 (Kendrick Road). The Developer shall reimburse the Department 100% of the cost of the Department's review and inspection of the signals. The estimated reimbursement is \$10,000.

City of Hickory Catawba County U-5777 50189.3.1 13204 This Project consists of the construction of additional turn lanes from 1<sup>st</sup> Avenue southeast to 2<sup>nd</sup> Avenue southeast. Upon completion of the Project, the Municipality shall assume all necessary sidewalk maintenance.

#### **Division 14**

Western Carolina University Jackson County 36249.4005 1000024933 This Agreement is to provide de-icing salt or salt brine to the University for the safe and efficient utilization of transportation systems at Western Carolina University. The University shall reimburse the Department 100% of the actual cost of the de-icing salt brine. The estimated reimbursement to the Department is \$7,113.50.

Town of Maggie Valley Haywood County 36249.5011 1000025074 This Agreement is to provide de-icing salt or salt brine to the University for the safe and efficient utilization of transportation systems in the Town of Maggie Valley. The Municipality shall reimburse the Department 100% of the actual cost of the de-icing salt brine. The estimated reimbursement to the Department is \$10,170.75.

April 3, 2025

## NCDOT April 2025 Board of Transportation Agenda

## Municipal Street System Changes for the Powell Bill Program

## Deletion from the State Highway System

| Division | County     | Municipality         | Road                           | Termini  | Length |
|----------|------------|----------------------|--------------------------------|--|--------|
| 9        | Forsyth    | Winston-Salem        | SR 4033;<br>Research Parkway   | From Rams Drive to SR<br>4325 (S Martin Luther<br>King Jr. Drive)            | 1.09   |
| 9        | Forsyth    | Winston-Salem        | SR 4326; Rams<br>Drive         | From S Martin Luther<br>King Jr. Drive to end of<br>maintenance              | 0.11   |
|          | File name: | FORSYTH_2025_03_M001 |                                |  |        |
| 10       | Union      | Village of Marvin    | SR 3181; Cattle<br>Ridge Road  | From SR 3176<br>(Wandering Way Drive)<br>to SR 3489 (Smokey<br>Hollow Drive) | 0.25   |
| 10       | Union      | Village of Marvin    | SR 3192; Running<br>Horse Lane | From SR 3177 (Groves Edge Lane) to end of maintenance                        | 0.32   |
| 10       | Union      | Village of Marvin    | SR 3816; Running<br>Horse Lane | From SR 3177 (Groves<br>Edge Lane) to SR 3815<br>(Autumn Blossom Lane)       | 0.26   |
| 10       | Union      | Village of Marvin    | SR 3183; White<br>Tail Terrace | From end of maintenance to end of maintenance                                | 0.24   |
| 10       | Union      | Village of Marvin    | SR 3177; Groves<br>Edge Lane   | From SR 3192 (Running<br>Horse Lane) to SR 1313<br>(Joe Kerr Road)           | 0.32   |
| 10       | Union      | Village of Marvin    | SR 3486; Wheat<br>Field Drive  | From SR 3192 (Running<br>Horse Lane) to SR 1313<br>(Joe Kerr Road)           | 0.23   |
| 10       | Union      | Village of Marvin    | SR 3849; Torrence<br>Court     | From SR 3846 (Wingfoot Drive) to end of maintenance                          | 0.05   |

## NCDOT April 2025 Board of Transportation Agenda

## Municipal Street System Changes for the Powell Bill Program

## Deletion from the State Highway System

| Division | County        | Municipality              | Road               | Termini                     | Length |
|----------|---------------|---------------------------|--------------------|-----------------------------|--------|
| 10       | Union         | Village of Marvin         | SR 3490; Orchard   | From SR 3489                | 0.17   |
|          |               |                           | Hill Court         | (Smokey Hollow              |        |
|          |               |                           |                    | Drive) to end of            |        |
|          |               |                           |                    | maintenance                 |        |
| 10       | Union         | Village of Marvin         | SR 3847; Lark Hall | From SR 3846                | 0.06   |
|          |               |                           | Court              | (Wingfoot Drive)            |        |
|          |               |                           |                    | to end of                   |        |
| 10       | ***           | 7771 636                  | CD 2046 W'' C      | maintenance                 | 0.47   |
| 10       | Union         | Village of Marvin         | SR 3846; Wingfoot  | From SR 1312                | 0.47   |
|          |               |                           | Drive              | (Marvin Road) to            |        |
|          |               |                           |                    | end of                      |        |
| 10       | Union         | Village of Marvin         | SR 3848;           | maintenance<br>From SR 3846 | 0.14   |
| 10       | Union         | Village of Marvin         | Capington Lane     | (Wingfoot Drive)            | 0.14   |
|          |               |                           | Capington Lane     | to SR 3846                  |        |
|          |               |                           |                    | (Wingfoot Drive)            |        |
| 10       | Union         | Village of Marvin         | SR 3193; Wild      | From SR 3192                | 0.18   |
| 10       |               | , mage of true vin        | Berry Court        | (Running Horse              | 0.10   |
|          |               |                           |                    | Lane) to end of             |        |
|          |               |                           |                    | maintenance                 |        |
| 10       | Union         | Village of Marvin         | SR 3817; Hickory   | From SR 3815                | 0.04   |
|          |               |                           | Bark Court         | (Autumn Blossom             |        |
|          |               |                           |                    | Lane) to end of             |        |
|          |               |                           |                    | maintenance                 |        |
| 10       | Union         | Village of Marvin         | 3891; Woodcliff    | From SR 1312                | 0.17   |
|          |               |                           | Court              | (Saddle Avenue)             |        |
|          |               |                           |                    | to end of                   |        |
|          |               |                           |                    | maintenance                 |        |
|          | File name:    | UNION_2025_04_M001        |                    |                             |        |
| 14       | Transylvania  | Brevard                   | SR 1349; W Main    | From US 64                  | 0.17   |
| - 1      | 21ansji vania | 220,444                   | Street Street      | Business                    | J.17   |
|          |               |                           |                    | (Caldwell Street)           |        |
|          |               |                           |                    | to N Oaklawn                |        |
|          |               |                           |                    | Avenue                      |        |
|          | File name:    | TRANSYLVANIA 2025 03 M001 |                    |                             |        |

| <u>No.</u> |  | Page No. |
|------------|--|----------|
| 1          | Preliminary Right of Way Plans   | R-       |
| 3          | Final Right of Way Plans   | R-       |
| 5          | Approval of Conveyance of ROW Residue by Real Estate Agent and/or Auctioneer     | R-       |
| 6          | Approval of Conveyance of Highway Right of Way Residues by Division              | R-       |
| 7          | Approval of Conveyance of Surplus Highway Right of Way                           | R-       |
| 6          | Approval of Revision in Control of Access  | R-       |
| 8          | Approval of Conversion of Residual Area to Highway Right of Way                  | R-       |
| 9          | Approval of Advanced Acquisition of Highway Right of Way – Approval of Appraisal | R-       |
| 9          | Approval of Advanced Acquisition of Highway Right of Way –                       | R-       |

#### **Preliminary Right of Way Plans**

The Preliminary Right of Way Plans for the below projects, including Secondary Rd. projects and Industrial Access Rd. projects, provide for the construction, design, drainage, and control of access as shown on the respective plans.

Based upon the recommendations of the Manager of the Right of Way Unit, the Board finds that such rights of way as shown on these preliminary plans and drawings, including existing public dedicated right of way, are for a public use and are necessary for the construction of said projects.

The rights of way for the location, construction, relocation, and control of access of highways embraced in the below projects shall be as shown in detail on the preliminary right of ways plans and drawings for said projects on file in the Right of Way Unit in the Department of Transportation in Raleigh.

The Board finds such right of way acquisition to be necessary and hereby authorizes the Right of Way Unit to acquire right of way on the below projects either by negotiation or by condemnation through the Attorney General's Office.

#### (Division 1)

Pasquotank County; I.D. No. U-5939; Project No. 46887.2.1:

US-17 Business to SR-11454 (Oak Stump Rd.).

#### (Division 3)

Onslow County; I.D. No. BP3-R010; Project No. BP3.R010.2:

Bridge # 71 over Harris Creek on SR-1509 (Holly Shelter Rd.).

#### (Division 4)

Wayne County; I.D. No. U-6110; Project No. 48334.2.1:

US-74 (Future I-42) at SR-1711 (North Oak Forest Rd.).

#### (Division 5)

Warren County; I.D. No. HS-2005O; Project No. 49309.2.16:

US-1/158 at SR-1237 (Mason Drewry Rd.) intersection realignment.

#### (Division 6)

Bladen County; I.D. No. HS-2406N; Project No. 50978.2.15:

NC-87 at NC-131 install traffic signal.

#### Cumberland County; I.D. No. SM-6106C; Project No. 51096:

SR-1404 (Morganton Rd.) at Northview Dr. and Dundee Rd.

Install signal at Northview Dr., to include a signalized pedestrian crossing on Morganton Rd. close the Dundee Rd. intersection.

## Robeson County; I.D. No. HN-0020; Project No. 51170.2.1:

NC-71 at SR-1312 (Oxendine School Rd./Red Hill Rd.) construct roundabout.

## Preliminary Right of Way Plans-continued (Division 6)-continued

## Robeson County; I.D. No. HS-2406B; Project No. 50978.2.3:

US-501 at NC-130 realign intersection, remove slip lanes, and add right turn lane.

#### (Division 8)

## Randolph County; I.D. No. HB-0071; Project No. 51608.2.1:

SR-2207 (Faith Rock Rd.) replace bridge 750176 over creek off Deep River.

#### (Division 9)

#### Forsyth County; I.D. No. BP9-R002; Project No. BP9.002.2:

Bridge # 332641 on SR-1525 (Yadkinville Rd.) over UT to Mill Creek.

#### Forsyth County; I.D. No. EB-5960; Project No. 48449.2.1:

SR-1101 (Harper Rd.), construct sidewalk and crosswalks where gaps exist between Jerry Long YMCA on Peachhaven Rd. to roundabout west of Frank Morgan Elementary School.

#### (Division 10)

## Cabarrus County; I.D. No. HS-2010Q; Project No. 49291.2.15:

NC-49 from SR-2635 (Old Airport Rd.) install directional crossover with U-turn bulbout.

#### (Division 11)

#### Ashe County; I.D. No. HB-0043; Project No. 50713.2.1:

SR-1523 (Silas Creek Rd.) replace bridge # 47 over Helton Creek.

## Avery County; I.D. No. 006SR1321-A; Project No. DF18311.2006403.PR:

This is for the Helene Emergency bridge # 57 replacement on SR-1321 (Curtis Creek Rd.)

#### (Division 12)

#### Catawba County; I.D. No. BL-0066; Project No. 50628.2.1:

Springs Rd., NE, Sandy Ridge Rd. to McDonald Parkway, construct sidewalk.

#### Catawba County; I.D. No. 018SR1139; Project No. DF18312.2018011:

Helene disaster bridge replacement of bridge # 55 on SR-1139 (Finger Bridge Rd.)

#### Catawba County; I.D. No. BP12-R005; Project No. BP12.R005.2:

Bridge # 277 on SR-1544 (Adam St.) over Herman Branch.

#### Gaston County; I.D. No. U-6078; Project No. 47252.2.1:

NC-275 at intersection of NC-275 and NC-274, intersection of NC-275 and SR-1327 (Fairfield Rd.) and intersection of SR-1456 (White Jenkins Rd.) and SR-1327 (Fairview Rd.) improve intersections and close intersection of NC-275 and SR-1456 (White Jenkins Rd.)

### Iredell County; I.D. No. 049SR1512; Project No. 17BP.12.R.78-254:

Bridge # 254 on SR-1512 (Woodbridge Rd.) over Third Creek.

#### Iredell County; I.D. No. BP12-R029; Project No. BP12.R029.2:

Bridge # 32 on SR-1550 (Linwood Rd.) over Coddle Creek.

## Preliminary Right of Way Plans-continued (Division 13)

Rutherford County; I.D. No. 081US64; Project No. 18313.11000:

Temporary Disaster Construction Easements for emergency temporary repairs and detours along US-64/74 in Chimney Rock.

#### (Division 14)

Haywood County; I.D. No. 04I40-A; Project No. 18314.1044057.PR01:

Emergency I-40 reconstruction through USFS via TCE.

Henderson County; I.D. No. 04US74-O; Project No. 18314.105999.2.0:

Emergency design of US-74A.

Henderson County; I.D. No. 04US74-P; Project No. 18314.105999.2.2:

Emergency design of US-74A.

## (North Carolina Emergency Management - Helene Recovery)

ALL COUNTIES; I.D. NO. N/S; Project No. 36109.NCEM:

For the purpose of purchasing for highway use, properties identified and purchased by NC Department of Public Safety, Emergency Management for Helene Recovery.

PRELIMINARY RIGHT OF WAY PLANS

24 PROJECT(S)

\$ 0.00

## **Final Right of Way Plans**

Right of way acquisition in accordance with the preliminary right of way plans on file in the Right of Way Unit has been determined to be necessary for public use and was authorized by the Board. Certain changes in the right of way have necessitated alteration of the preliminary right of way plans. Final plans have been prepared and provided for the construction, design, drainage, and control of access for these projects. The Board finds that such rights of way and control of access as shown on the final plans are for public use and are necessary for construction. The sections of Rd. projects which were shown on the preliminary plans as sections of Rd. projects to be abandoned are hereby abandoned and removed from the State Highway System for Maintenance upon the completion and acceptance of the project.

The rights of way for the location, design and construction of highways embraced in the following projects shall be as shown in detail on the final plans for said projects as follows:

## (Division 1)

Project No. 1C.008007 (Old 6.012042T); Bertie County; I.D. No. N/A SR-1133 (Burch Rd.) from NC-308 to dead-end. Grading, paving, drainage & structure.

Project No. 1C.008003 (Old 6.012014B); Bertie County; I.D. No. N/A SR-1123 (Jernigan Ln.) from SR-1224 to dead-end. Grading, paving, drainage & structure.

Project No. 1C.008008 (Old 6.0012044T); Bertie County; I.D. No. N/A SR-1373 (Lassiter Rd.) from SR-1310 to dead-end. Grading, paving, guardrail, drainage & structure.

Project No. 1C.0080090 (Old 6.012045T); Bertie County; I.D. No. N/A SR-1357 (Hermitage Rd.) from SR-1358 to dead-end. Grading, paving, guardrail, drainage & structure.

Project No. 1C.008010 (Old 6.012012B); Bertie County; I.D. No. N/A SR-1512 (Smith-Freeman Rd.) from SR-1500 to dead-end. Grading, paving, guardrail, drainage & structure.

Project No. 1C.008013 (Old 6.012049T); Bertie County; I.D. No. N/A SR-1384 (Bess Landing) from NC-45 to dead-end. Grading, paving, guardrail, drainage & structure.

Project No. 1C.008014 (Old 6.12050T); Bertie County; I.D. No. N/A SR-1351 (Jesse Mack Rd.) from SR-1301 to dead-end. Grading, paving, guardrail, drainage & structure.

Project No. 1C.008005 (Old 6.01223); Bertie County; I.D. No. N/A SR-1385 (Caroline Lane) from SR-1300 to dead-end. Grading, paving, guardrail, drainage & structure.

## **Final Right of Way Plans-continued**

## (Division 1)-continued

## Project No. 1C.008011 (Old 6.012012B); Bertie County; I.D. No. N/A

SR-1360 (Willow Branch Rd.) from SR-1358 to dead-end.

Grading, paving, guardrail, drainage & structure.

#### Project No. 44469; Martin County; I.D. No. N/A

US-17 from SR-1119 (Ralph Taylor Rd.) to Hampton Court.

Grading, paving, drainage, widening & resurfacing.

#### **Project No. 38932.2.2; Martin County; I.D. No. R-4705**

SR-1142 (Prison Camp Rd.) from NC-903 to SR-1182 (East College Rd.).

Grading, paving, drainage, widening & resurfacing.

#### Project No. 9.8011418; Northampton County; I.D. No. U-2813B

NC-46 from Sta. 21+60 to the eastern city limits of Gaston.

Grading, drainage, paving, curb and gutter, thermoplastic pavement markings, & raised pavement markers.

## Project No. 17BP.1.R.60-12; Northampton County; I.D. No. N/A

Bridge # 12 over Rogers Swamp on SR-1344 (Galatia Rd.).

Grading, drainage, paving & structure.

#### Project No. 8.22663; Washington County; I.D. No. N/A

Beginning at Sta. 0.23 edge of pavement SR-1122 and intersection of SR-1126 near city limits of Roper, thence in a southeasterly direction along or near SR-1126 to Sta. 511+73 intersection with SR-1149 approximately 2.4 miles southwest of Cherry. Grading, drainage, paving & structure.

#### Project No. 8.2111003; Washington-Bertie County; I.D. No. N/A

Beginning at Sta. 90+00 a point in center of SR-1300 approximately 3.5 miles northeast of Plymouth and running in a northwesterly direction crossing Roanoke River to a point in center of SR-1508, Sta. 333+00.

Grading, drainage, paving & structure.

#### Project No. 8.2266502; Washington County; I.D. No. N/A

Beginning at Sta. 0+11.3 a point at edge of pavement of US-64 approximately 17 miles east of Plymouth, running thence in a northerly direction to center of SR-1300, Sta. 80+08.53.

Grading, drainage, paving & structure.

#### (Division 2)

## Project No. 44848.2.9; Beaufort County; I.D. No. W-5702I

US-264 at NC-32 construct roundabout.

Grading, paving, guardrail, drainage & structure.

#### Project No. BP2.R020.2; Craven County; I.D. No. BP2-R020

Culvert on SR-1700 (Adams Creek Rd.) over Club Foot Creek.

Grading, paving, guardrail, drainage & structure.

## **Final Right of Way Plans-continued**

#### (Division 2)-continued

## Project No. 44848.2.22; Craven County; I.D. No. W-5702V

Intersection of SR-1400 (River Rd.) at SR-1450 (Nelson Rd.) near Vanceboro. Construct RAB on new location, grading, paving & drainage.

Project No. 42287.2.2; Pamlico County; I.D. No. B-5129A Bridge # 24 over North Prong of Bay River on NC-304.

Grading, paving & drainage.

#### Project No. 42287.2.1; Pamlico County; I.D. No. B-5129

Bridge # 31, 35, 40, 42 & 44 on NC-304.

Grading, paving, drainage, guardrail & structure.

### Project No. 44848.2.3; Pamlico County; I.D. No. W-5702C

Intersection of SR-1108 (Scott's Store Rd.) and SR-1005 (Neuse Rd.) Grading, paving & drainage.

#### (Division 3)

#### Project No. 17BP.3.R.30-6; Pender County; I.D. No. N/A

Bridge # 6 over Long Creek on SR-1332 (Penderlea Hwy.).

Grading, paving, guardrail, drainage & structure.

## Project No. 17BP.3.R.33-45; Pender County; I.D. No. N/A

Bridge # 45 over Tuckahoe Branch on SR-1207 (Halfway Branch School Rd.). Grading, paving, guardrail, drainage & structure.

#### Project No. 45349.2.FD24.; Pender County; I.D. No. BD-5103X

Bridge # 202 over Branch of Sill's Creek on SR-1325 (Sills Creek Rd.).

Grading, paving, guardrail, drainage & structure.

## Project No. 44789.; Pender County; I.D. No. SR-5001CB

SR-1563 (Sloop Point Loop Rd.) from US-17 to SR-1694 (Masters Ln.).

Grading, paving, guardrail, drainage & structure.

#### (Division 5)

#### Project No. 17BP.5.R.78-140; Franklin & Warren Counties; I.D. No. N/A

Bridge # 140 over Little Shocco Creek on SR-1488 (Rod Alston Rd.)/SR-1647 (Major Rob Alston Rd.).

Grading, paving, guardrail, drainage & structure.

### Project No. 17BP.5.R.88-135; Warren County; I.D. No. N/A

Bridge # 135 over Fishing Creek on SR-1609 (Powells Mill Rd.).

Grading, paving, guardrail, drainage & structure.

### (Division 14)

#### Project No. 48227.2.1; Jackson County; I.D. B-6032

Bridge # 144 over Nations Creek on SR-1397 (Thomas Valley Rd.).

Grading, paving, guardrail, drainage & structure.

## **Final Right of Way Plans-continued**

## (Division 14)-continued

Project No. 17BP.14.R.207-181; Macon County; I.D. No. N/A Bridge # 181 over Tellico Creek on SR-1369 (Tellico Rd.). Grading, paving, guardrail, drainage & structure.

**Project No. 48223.2.1; Macon County; I.D. No. B-6028**Bridge # 150 over south prong Ellijay Creek on SR-1528 (Little Ellijay Rd.). Grading, paving, guardrail, drainage & structure.

Project No. 43587.2.2; Transylvania County; I.D. No. R-5605
Davidson River Village Connector from US-64/276 to US-64 City of Brevard.
Grading, paving, guardrail, drainage, signals & structure.

FINAL RIGHT OF WAY PLANS

32 PROJECT(S)

\$ 0.00

## Approval of conveyance of Highway Right of Way Residues by Real Estate Agent and/or Auctioneer

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit, that the following highway right of way conveyances are approved:

## (Division 09)

Project U-2579DEF, Parcel 140A, Winston-Salem Northern Beltway from west of NC-66/SR-4000 (University Parkway) to US-311 (New Walkertown Rd.) Forsyth County

Conveyance of an approximate 2.236-acre area comprised of one (1) B-class residue, having a value of \$10,500.00 to **Daniel Quinnell**, **Jr.** for the highest offer amount of **\$11,025.00**; no additional fees required. This residue was acquired for \$75,000.00 in 2021.

CONVEYANCE OF HIGHWAY RIGHT OF WAY RESIDUES BY REAL ESTATE AGENT AND/OR AUCTIONEER 1 PROJECT(S) \$11,025.00

## Approval of Conveyance of Highway Right of Way Residues

It is hereby resolved, based upon the recommendation of the Manager of the Right of

Way Unit, that the following highway right of way conveyances are approved:

## (Division 2)

Project R-5777C, Parcel 099, US-70 Improvements from The Havelock Bypass to East of SR-1116 (Thurman Rd.).

### **Craven County**

Conveyance of an approximate 0.231-acre area comprised of one (1) A-class residue having a value of \$15,975.00 to Randolph R. Hickman and wife, Sarah A. Hickman for the highest offer amount of \$15,975.00 and consideration of Settlement Highway Right of Way Claim Parcel 101. The Department acquired this residue for \$15,975.00 in 2024 in conjunction with an Advance Acquisition.

## (Division 7)

Project U-2525C, Parcel 938, Greensboro Eastern Loop from US-29 North of Greensboro to SR-2303 (Lawndale Drive)
Guilford County

Conveyance of an approximate 4.120-acre area comprised of one (1) B-class residue having a value of \$35,000.00 to Old Tobacco Rd., LLC for the highest offer amount of \$32,000.00. The Department acquired this residue for \$160,000.00 in 1999 in conjunction with an Advance Acquisition.

CONVEYANCE OF HIGHWAY RIGHT OF WAY RESIDUES BY DIVISION 2 PROJECT(S) \$47,975.00

## Approval of Conveyance of Surplus Highway Right of Way

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit that the following highway right of way conveyances are approved:

## (Division 12)

Project R-0044B, Parcel 163, US-74 Kings Mountain Bypass from east of SR-2026 to east of NC-16

#### **Cleveland County**

Disposal of approximately 0.4134-acre surplus right of way to **Christopher and Christina Hutchins** for no consideration. This surplus area was acquired as Highway Right of Way by Deed of Easement for \$17,000.00 in 1976.

CONVEYANCE OF HIGHWAY SURPLUS RIGHT OF WAY BY DIVISION 1 PROJECT(S) \$-0-

## **Approval of Revision in Control of Access**

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit that the following highway right of way conveyances are approved:

#### (Division 3)

Project U-4007B, Parcel 918, Jacksonville–US-17 (Western Parkway) from SR-1403 (Country Club Rd.) to Western Boulevard Onslow County

Revision in the control of access on SR-2714 (Jacksonville Parkway) to **DR Horton**, **Inc.** for no consideration.

## (Division 14)

Project 8.18293, Parcel 065, Beginning at Sta. 879+50 3/4 miles north of Crest Rd. thence in a northwesterly direction to a point 1/4 mile north of US Route 25 in Brickton

**Henderson County** 

Revision in the control of access along I-26 to **The City of Hendersonville** for no consideration.

CONVEYANCE OF REVISION IN CONTROL OF ACCESS BY DIVISION 2 PROJECT(S) \$-0-

Approval of Conversion of Residual Area to Highway Right of Way

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit that the following highway right of way conveyances are approved:

## (Division 5)

Project R-2829A, Parcel 2302, Complete 540 Eastern Wake construction new route (Future NC-540 Tri-Expressway), I-40 to south of Rock Quarry Rd. construct freeway on new location
Wake County

The Department was conveyed an 0.500-acre area from Gary D. Smith and wife, Joyce W. Smith during the construction of project R-2829A in 2022. The department needs to convert 0.006-acres to Permanent Utility Easement. The remaining 0.494-acres will remain available for sale or further use by the Department.

Project R-2829A, Parcel 2403, Complete 540 Eastern Wake construction new route (Future NC-540 Tri-Expressway), I-40 to south of Rock Quarry Rd. construct freeway on new location Wake County

The Department was conveyed an 5.702-acre area from Betty H. Johnson during the construction of project R-2829A in 2020. The department needs to convert 0.043-acres to Permanent Utility Easement, 0.046-acres to Permanent Drainage-Utility Easement, and 0.886-acres to Highway Right of Way. The remaining 4.727 acres will remain available for sale or further use by the Department.

APPROVAL OF CONVERSION OF RESIDUAL AREA TO HIGHWAY RIGHT OF WAY

2 PROJECT(S) \$-0-

Advanced Acquisition of Highway Right of Way

Upon recommendation of the Manager of the Right of Way Unit, the Board has been requested to authorize the acquisition of the following properties through negotiation or condemnation for purposes of highway construction in order to prevent undue hardship on property owners or to protect the right of way corridor from development prior to regular project approval. The Board finds such acquisitions to be necessary and hereby authorizes the Right of Way Branch to acquire said properties either by negotiation or by condemnation through the Office of the Attorney General.

## APPROVAL OF APPRAISAL

#### (Division 3)

Property of Molleighbrooke Properties LLC I.D. No. U-4902C, Parcel 900 WBS 40238.2.3 New Hanover County Hardship Acquisition

APPROVAL OF ADVANCE ACQUISTION OF HIGHWAY RIGHT OF WAY APPRAISAL 1 PROJECT(S) \$25,000.00

## **Advanced Acquisition of Highway Right of Way**

Upon recommendation of the Manager of the Right of Way Unit, the Board has been requested to authorize the acquisition of the following properties through negotiation or condemnation for purposes of highway construction in order to prevent undue hardship on property owners or to protect the right of way corridor from development prior to regular project approval. The Board finds such acquisitions to be necessary and hereby authorizes the Right of Way Branch to acquire said properties either by negotiation or by condemnation through the Office of the Attorney General.

## **APPROVAL OF SETTLEMENT**

## (Division 4)

Property of Bernardo Carrillo Galinda I.D. No. I-5974, Parcel 901 WBS 44993.2.1 Johnston County Early Purchase Settlement for \$650,000.00

Property of Paula Jo Snead I.D. No. I-5974, Parcel 902 WBS 44993.2.1 Johnston County Early Purchase Condemnation for \$195,650.00

Property of Joseph Lee Massengill, II I.D. No. I-5974, Parcel 903 WBS 44993.2.1 Johnston County Early Purchase Settlement for \$195,000.00

Property of Delcid Property Management, LLC I.D. No. I-5974, Parcel 905 WBS 44993.2.1 Johnston County Early Purchase Condemnation for \$877,500.00

Property of Save Mart of Johnston, Inc. I.D. No. I-5974, Parcel 906 WBS 44993.2.1 Johnston County Early Purchase Condemnation for \$838,550.00

#### Advanced Acquisition of Highway Right of Way-continued

### **APPROVAL OF SETTLEMENT-continued**

#### (Division 4)-continued

Property of Michael Wayne Carroll I.D. No. I-5974, Parcel 907 WBS 44993.2.1 Johnston County Early Purchase Condemnation for \$169,575.00

Property of Real Estate Paradise, LLC I.D. No. I-5974, Parcel 909 WBS 44993.2.1 Johnston County Early Purchase Settlement for \$100,000.00

Property of Barber Mill Development Group, LLC I.D. No. R-3410, Parcel 900 WBS 38857.2.3.2.1 Johnston County Protective Purchase Condemnation for \$247,175.00

### (Division 9)

Property of Duke Energy Carolinas, LLC I.D. No. R-2247D, Parcel 925 WBS 34409.2.27 Forsyth County Protective Purchase Settlement for \$40,000.00

Property of Duke Energy Carolinas, LLC I.D. No. R-2247D, Parcel 926 WBS 34409.2.27 Forsyth County Protective Purchase Settlement for \$15,000.00

Property of Kim Evans Leonard, et al I.D. No. R-2247D, Parcel 1014 WBS 34409.2.27 Forsyth County Protective Purchase Settlement for \$50,000.00

## **Advanced Acquisition of Highway Right of Way-continued**

### **APPROVAL OF SETTLEMENT-continued**

### (Division 9)-continued

Property of Kim Evans Leonard, et al I.D. No. R-2247D, Parcel 1015 WBS 34409.2.27 Forsyth County Protective Purchase Settlement for \$300,000.00

Property of Jason Todd Agamedi I.D. No. R-2247D, Parcel 1028 WBS 34409.2.27 Forsyth County Protective Purchase Settlement for \$1,200,000.00

APPROVAL OF ADVANCE ACQUISTION OF HIGHWAY RIGHT OF WAY SETTLEMENTS 13 PROJECT(S) \$4,878,450.00

# NORTH CAROLINA BOARD OF TRANSPORTATION RECOMMENDED ALLOCATION OF HIGHWAY MAINTENANCE APPROPRIATIONS FISCAL YEAR 2024-2025

There will be no Maintenance Allocations submitted to the Board of Transportation for approval at the April 2025 Board meeting.

There are no Comprehensive Transportation Plans to be presented for approval at the April 3, 2025 Board of Transportation Meeting.

There will be no Item V for the April 3, 2025 Board of Transportation Meeting.

#### **Other Action Items**

#### **Approval – Spend Plan Amendment 2**

Chairman Fox stated that the next action item is the consideration of the Spend Plan Amendment 2. Chairman Fox invited a motion to approve the Spend Plan Amendment 2 as presented. A motion was made by Board Member Lathrop and a second by Board Member McGrady.

Chairman Fox stated the motion passed.

#### **Approval – Traffic Noise Policy**

Chairman Fox stated that the next action item is the consideration of the Traffic Noise Policy. Chairman Fox invited a motion to approve the Traffic Noise Policy as presented. A motion was made by Board Member Clarke and a second by Board Member Mitchell.

Chairman Fox stated the motion passed.

# Approval – Honorary Designations of State Transportation Assets/Employee Memorial Program Policy

Chairman Fox stated that the next action item is the consideration of the Honorary Designations of State Transportation Assets/Employee Memorial Program Policy. Chairman Fox invited a motion to approve the Honorary Designations of State Transportation Assets/Employee Memorial Program Policy as presented. A motion was made by Board Member Cody and a second by Board Member Phillips.

Chairman Fox stated the motion passed.

#### **Other Business/Closing Comments**

Chairman Fox also announced that there will be back-to-back travel trips for the next two months. The May Board meeting will be held in Division 7 and the June Board meeting will be held in Division's 13 & 14. July's meeting will be virtual so the Board will not meet back in Raleigh until August.

#### Formal Election of the Vice Chair

Chairman Fox mentioned that the terms of the Chair and Vice Chair are limited by statute. That being said, a new Vice Chair needs to be elected. Board Member Lathrop elected Board Member Mathis and Board Member Phillips seconded that motion. Board Member Zimmer made a motion to close the election and Board Member Clarke seconded that motion.

Chairman Fox asked if there were any additional items for discussion. He stated the motion passed unanimously. Congratulations to Vice Chair Mathis.

#### Formal Presentation of the New Chairman of the Board of Transportation

Chairman Fox took this time to formally introduce the newly appointed Chairman of the Board, Tony Lathrop. Chairman Lathrop shared a few words with the Board as the newly appointed Chairman.

#### Adjournment

Chairman Lathrop asked if there were any additional items for discussion. He stated hearing none he would accept a motion to adjourn the meeting. A motion was made by Board Member Rosenburgh and seconded by Board Member Alcoke. Chairman Fox stated the motion passed unanimously.

Chairman Lathrop adjourned the meeting.

| Chairman Lathrop                        | ) |
|---|---|
| North Carolina Board of Transportatio   | n |
|   |   |
| Attest:                                 | _ |
| Secretary to the Board of Transportatio | n |
| Dated this day                          |   |



# Financial and Spend Plan Update As of February 2025

Unaudited - Not in Accordance with GAAP

# **Executive Summary**

# The Fast Five



**Available Cash** 



- Total Highway Fund and Highway Trust Fund available cash on February 28, 2025: \$2,689M
- Days of available cash on hand: 120.5 GREEN
- Available cash as a percentage of open commitments: 27.2% GREEN
- Change in total available cash from last month to date: increased by \$42.2M
- Change in total available cash from last year to date: Increased by \$317.5M



Revenues and **Other Receipts** 



- Total revenues and other receipts \$47.3M or 0.9% above forecast FYTD.
- In State revenues, HUT, MFT and License & fees (benefiting from quadrennial fee adjustment effective July 1st), remain strong with annual growth YOY.
- Total revenues and other receipts FYTD are \$5,413.0M.



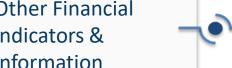
**Expenditures and** Other Disbursements



- Total overall expenditures and other disbursements \$130.0M or 2.5% below forecast FYTD.
- Construction expenditures and other disbursements \$237.0M or 8.8% below forecast FYTD.
- Maintenance expenditures and other disbursements \$125.2M or 7.3% above forecast FYTD.
- Modal expenditures and other disbursements \$4.3M or 1.3% below forecast FYTD.
- Total expenditures and other receipts FYTD are \$5,133.2M.



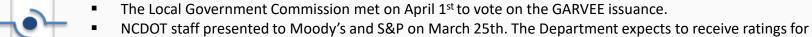
Other Financial **Indicators &** Information



- Open Commitments February 2025: \$9,889M; February 2024: \$8,388M\*; January 2024: \$9,898M.
- February 2025 new active projects totaled \$135.2M in bid amounts with 16 projects accepted.
- Core PCE inflation rose 0.4% in February and 2.8% YOY. Inflation-adjusted consumer spending grew 0.1% after a 0.5% drop in January.
- U.S. GDP was revised upward to a 2.4% annualized growth rate in Q4, driven by strong corporate profits.
- The Fed held rates at 4.25%-4.5%; projecting two rate cuts in 2025; revised a downward growth outlook.



**General Updates** 



the 2025A Build NC Bonds and 2025 GARVEE bonds in early April.

<sup>\*</sup>NoteNCIDETE BOARD OF PROFINABION MENTAGE IN commitments to be paid from non-HF/TF cash in current period as part of ongoing rapartingness in commitments.

# Days of Available Cash on Hand

Days of available cash on hand is 120.5 days as of February 2025 month-end

Days Cash on Hand

Monthly Cash Balance (\$ in Millions) 1.000 1.200 1.400 1.600 1.800 2.000 2.200 2.400 2.600 2.800 3.000 **Potential Program** Adjustments Expenditures per Day (\$ in Millions) Increase Lettings Increase Pre-Construction Work **Potential Program Adjustments Potential Program Adjustments Potential Program Adjustments Potential Program Adjustments** 

- Stop Maintenance Lettings & Activities
- **Stop Construction Lettings**
- Stop Non-Essential Purchase Order Activity

#### **Additional Key Parties Notified**

- All notifications in yellow/ light yellow sections as well as;
- Joint Legislative Transportation Oversight

- Reduce Administrative Spend
- Reduce Pre-Construction Work
- **Delay Maintenance Activities**
- No Overtime/No Temporary Staff
- Delay Right of Way Purchases

#### **Additional Key Parties Notified**

- All notifications in light the yellow section as
- Office of State Budget and Management,
- Department of State Treasurer

- **Reduce Mowing Expenses**
- Reduce Overtime Work
- Reduce Travel
- Reduce Equipment Rental

#### **Key Parties Notified**

- Secretary
- Chairman of the BOT
- BOT Finance Chairman and Co-Chairman

No Program Adjustments Needed

Key < 30 Days 60 - 89 Days > 143 Days 90 - 143 Days 30 - 59 Davs **Current Davs** 

Financial Planning Committee.

April 3, 2025

NCDOT Board of Transportation Meeting Minutes

# Monthly Ending Available Cash as a % of Commitments

Available Cash as a % of open commitments is 27.2% as of February 2025 month-end

#### Monthly Ending Cash as a % of Commitments

|  |     |                                    |     |     | '          | Violiterity                      | Lilania       | Cusii us      | 70 OI C                     |       |       |        |               |            |       |
|--|-----|------------------------------------|-----|-----|------------|----------------------------------|---------------|---------------|-----------------------------|-------|-------|--------|---------------|------------|-------|
|  |     |                                    |     |     |            | М                                | onthly Cash I | Balance (\$ i | n Millions)                 |       |       |        |               |            |       |
|  | 200 | 400                                | 600 | 800 | 1,000      | 1,200                            | 1,400         | 1,600         | 1,800                       | 2,000 | 2,200 | 2,400  | 2,600         | 2,800      | 3,000 |
| 7,200  | 3%  | 6%                                 | 8%  | 11% | 14%        | 17%                              | 19%           | 22%           | 25%                         | 28%   | 31%   | 33%    | 36%           | 39%        | 42%   |
| 7,400  | 3%  | 5%                                 | 8%  | 11% | 14%        | 16%                              | 19%           | 22%           | 24%                         | 27%   | 30%   | 32%    | 35%           | 38%        | 41%   |
| 7,600  | 3%  | 5%                                 | 8%  | 11% | 13%        | 16%                              | 18%           | 21%           | 24%                         | 26%   | 29%   | 32%    | 34%           | 37%        | 39%   |
| 7,800  | 3%  | 5%                                 | 8%  | 10% | 13%        | 15%                              | 18%           | 21%           | 23%                         | 26%   | 28%   | 31%    | 33%           | 36%        | 38%   |
| 8,000  | 3%  | 5%                                 | 8%  | 10% | 13%        | 15%                              | 18%           | 20%           | 23%                         | 25%   | 28%   | 30%    | 33%           | 35%        | 38%   |
| 8,200  | 2%  | 5%                                 | 7%  | 10% | 12%        | 15%                              | 17%           | 20%           | 22%                         | 24%   | 27%   | 29%    | 32%           | 34%        | 37%   |
| 8,400  | 2%  | 5%                                 | 7%  | 10% | 12%        | 14%                              | 17%           | 19%           | 21%                         | 24%   | 26%   | 29%    | 31%           | 33%        | 36%   |
| 8,600  | 2%  | 5%                                 | 7%  | 9%  | 12%        | 14%                              | 16%           | 19%           | 21%                         | 23%   | 26%   | 28%    | 30%           | 33%        | 35%   |
| 8,800  | 2%  | 5%                                 | 7%  | 9%  | 11%        | 14%                              | 16%           | 18%           | 20%                         | 23%   | 25%   | 27%    | 30%           | 32%        | 34%   |
| 9,000  | 2%  | 4%                                 | 7%  | 9%  | 11%        | 13%                              | 16%           | 18%           | 20%                         | 22%   | 24%   | 27%    | 29%           | 31%        | 33%   |
| 9,200  | 2%  | 4%                                 | 7%  | 9%  | 11%        | 13%                              | 15%           | 17%           | 20%                         | 22%   | 24%   | 26%    | 28%           | 30%        | 33%   |
| 9,400  | 2%  | 4%                                 | 6%  | 9%  | 11%        | 13%                              | 15%           | 17%           | 19%                         | 21%   | 23%   | 26%    | 28%           | 30%        | 32%   |
| 9,600  | 2%  | 4%                                 | 6%  | 8%  | 10%        | 13%                              | 15%           | 17%           | 19%                         | 21%   | 23%   | 25%    | 27%           | 29%        | 31%   |
| 9,800  | 2%  | 4%                                 | 6%  | 8%  | 10%        | 12%                              | 14%           | 16%           | 18%                         | 20%   | 22%   | 24%    | 27%           | 29%        | 31%   |
| 10,000   | 2%  | 4%                                 | 6%  | 8%  | 10%        | 12%                              | 14%           | 16%           | 18%                         | 20%   | 22%   | 24%    | 26%           | 28%        | 30%   |
| 10,200   | 2%  | 4%                                 | 6%  | 8%  | 10%        | 12%                              | 14%           | 16%           | 18%                         | 20%   | 22%   | 24%    | 25%           | 27%        | 29%   |
|  |     |                                    | Υ   |     |            |                                  | γ             |               |                             | γ     |       |        | Υ             |            |       |
| Potential Program Adjustments  Potential Program Adjustments  Potential Program Adjustments  Potential Program Adjustments |     |                                    |     |     |            |                                  |               |               |                             |       |       |        |               |            |       |
|  | •   | Maintenance Ac<br>Construction Let |     |     | Reduce Pro | ministrative Spee-Construction \ | Vork          | •             | Reduce Mowing Reduce Travel | •     | _     | No Pro | gram Adjustme | nts Needed |       |

- Stop Non-Essential Purchase Order Activity
- · Reduction in Workforce

#### **Additional Key Parties Notified**

- All notifications in yellow/ light yellow sections
- · Joint Legislative Transportation Oversight Committee

- Delay Maintenance Contracts
- · No Overtime/No Temporary Staff
- · Delay Right of Way Purchases

#### **Additional Key Parties Notified**

- · All notifications in light yellow section as well
- · Office of State Budget and Management,
- Department of State Treasurer

- Reduce Overtime Work
- · Reduce Equipment Rental

#### **Key Parties Notified**

- Secretary
- · Chairman of the BOT
- BOT Finance Chairman and Co-Chairman

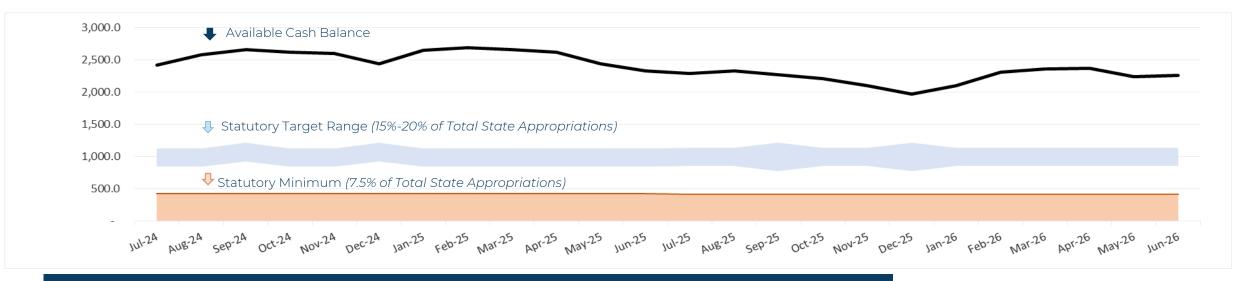
Key 18% - 25% OC <10% OC > 33% OC 10% - 17% OC 26% - 33% OC Current %

· Financial Planning Committee.

April 3, 2025 150

# 24 Month Available Cash Forecast - SFY 25 / SFY 26 Spend Plan

Projected Available Cash Balances and Statutory Thresholds



## Commentary

- Available Cash balance as of February 2025 is \$2,689M.
- Balance is above the Statutory Target Range, per N.C.G.S. 143C-6-11.
  - Range is between 15% and 20% of the total appropriations for the current fiscal year or \$846M and \$1,128M, respectively.
- The Statutory Minimum line has a cash balance requirement of \$423M.

## Notes on Cash Balance

- Includes cash available to spend and not reserved or restricted
- Reflects 24 mo. Spend Plan Amendment (SFY 25/SFY 26) approved by BOT on December 2<sup>nd</sup> 2024.
- Conventional, D-B, Build NC, USDOT Discretionary Grants & GARVEE - SAS Project Expenditure Model (Using the Hybrid Model)
- Federal Revenue including Obligation Authority.

**Available Cash** 

# Commitments

# **Financial Highlights**

**Available Cash Balance** 

\$2,689M

Highway Trust Ferry Fund: Fund: Capital: \$1.872M \$798M \$19M

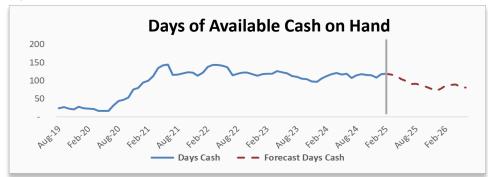
**FY25 Forecast Average Monthly Expenditures** 

\$684.8M

Days of Available Cash on Hand

120.5

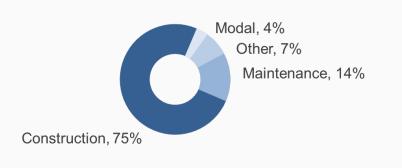
Last Month: 118.6

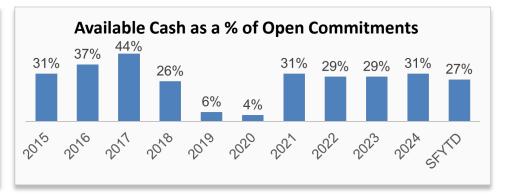


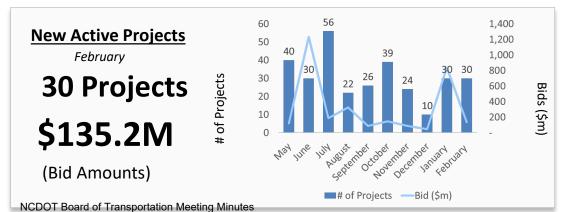
**Open Commitments** 

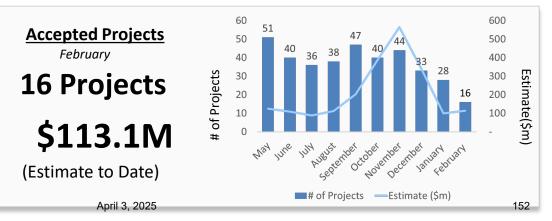
\$9,889M

Last Month: \$9,898M



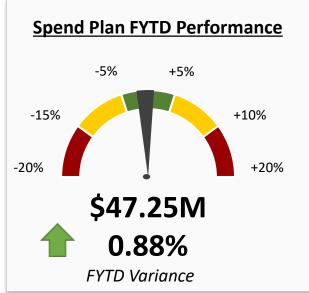






# **Revenues and Other Receipts**







#### **Revenues and Other Receipts Commentary**

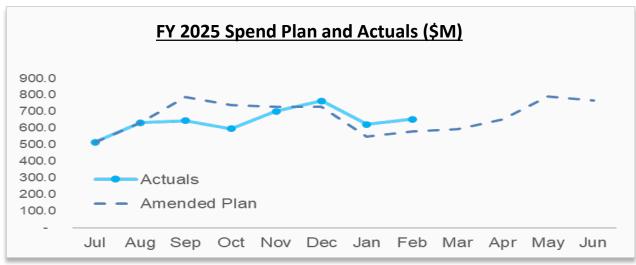
- February revenues and other receipts are 20.54% or \$170.22M below forecast largely due to receiving more FHWA Federal Aid reimbursements in earlier months than anticipated. FYTD FHWA Federal Aid receipts are above forecast; 4.6% or \$52.7M.
- FYTD revenues and other receipts are on par with the spend plan; 0.9% or \$47.3M above forecast.
- HF and HTF revenues (MFT, HUT, and License and Fees) show YOY growth; 9.4% and 4.2%, respectively.

NCDOT Board of Transportation Meeting Minutes

# **Expenditures and Other Disbursements**







#### **Expenditures and Other Disbursements Commentary**

- February expenditures and other disbursements were 12.8% or \$74.3M above monthly forecast largely due to Maintenance.
- February Maintenance was 39.3% or \$71.3M above forecast largely due to FEMA and partly due to GMR. GMR funding was applied to disaster WBS elements to cover exceptions from prior storm events.
- February Modal was 36.6% or \$10.2M above forecast primarily due to Aviation.
- FYTD expenditures and other disbursements were 2.5% or \$130.0M below forecast largely due to STIP Preconstruction, Construction and Holdouts.

## Financial and Spend Plan Update

Actual
Revenues &
Other Receipts
And
Expenditures &
Other
Disbursements
Compared to
Spend Plan

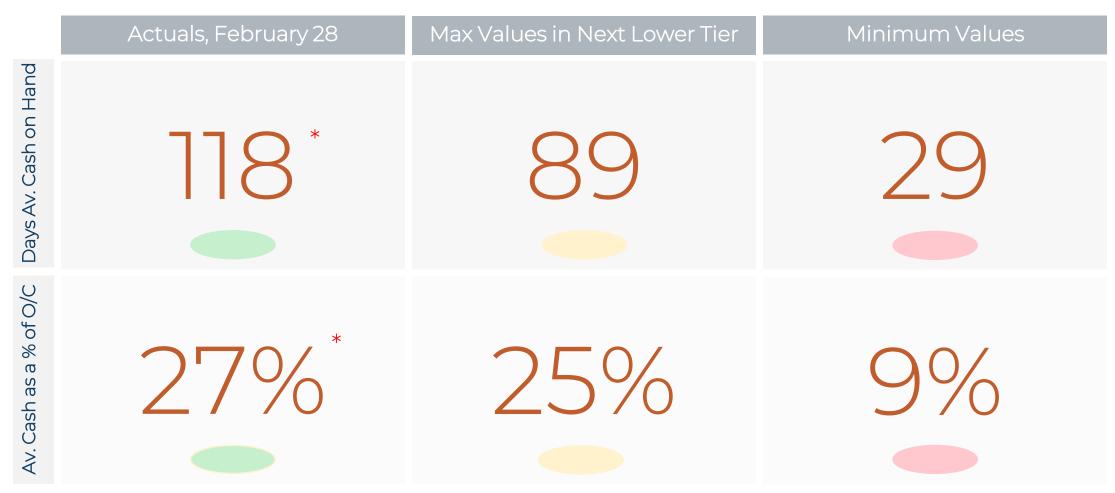
| Fiscal VTD % Variance Full Year Spend  | Actuals                                    |                     |           | Variance - Fiscal | Year to Date |       | Track Against Full Year Spend Plan |                       |  |  |
|--|--|---------------------|-----------|-------------------|--------------|-------|------------------------------------|-----------------------|--|--|
| Silic revenues   | Description                                | Actuals As of 02/28 |           |                   |              |       | Full Year Spend<br>Plan            | % of SFY 2025 Spend F |  |  |
| Federal aid 1,185.90 1,133.21 22.89 5% 1,52.18 76% Federal aid 1,185.90 1,133.21 22.89 5% 1,52.18 76% Federal aid 1,185.90 1,170 863.8 (68.86) 8,90% 1,42.81 12% 12% 12mpke Federal Aid 70.78 0.01 70.77 0.0 0.00 10.0 0.00 10.0 0.00 10.0 0.00 10.0 0.00 10.0 0.0   | State revenues                             | 3.380.10            | 3.266.43  | 113.67            |              | 3%    |                                    | 67%                   |  |  |
| Federal aid - USDOT Discretionary Grants 17.70 88.38 (88.88) -88% 142.81 12% 17.70 17.78 0.01 70.77 n. a 0.01 n. a n. a 1.01 n. a 1.01 n. a n. a 1.01 n |  |                     |           |                   |              |       |                                    |                       |  |  |
| Tumphe Federal Aid  1077  1078  30818 Tax  30783  4515.27 (50.44)  112**  110.05 5%  308.88 Tax  404.22 88%  404.22 88%  404.22 88%  404.22 88%  804.01 100%  804.01 100%  804.01 100%  804.01 100%  805.86 Tax  108.02 1.00%  208.81 0%  2074 REVERURS SOTHER RECEIPTS  5.412.99 5.586.78 47.28 15  804.02 1.00%  2074 REVERURS SOTHER RECEIPTS  5.412.99 5.586.78 47.28 15  804.02 1.00%  2074 REVERURS SOTHER RECEIPTS  5.412.99 5.586.78 47.28 15  804.02 1.00%  804.02 1.00%  804.02 1.00%  805.02 1.00%  108.03 1.00%  109.04 1.00%  109.05 1.00%  1 |  | ,                   |           |                   |              |       | · ·                                |                       |  |  |
| Sales Tax  397.83  451.27  (50.44)  Misc. Carnis & Revenues  30.68  272.43  82.5  33° 404.22  89° 404.02  89° 404.02  89° 404.00  Fig. Carnis & Revenues  30.68  372.43  38.25  33° 404.22  33° 404.22  89° 404.02  1.00° 206.81  80° 40.00  Fig. Carnis Carnis & Revenues  30.68  372.43  38.25  38° 404.02  1.00° 206.81  80° 406.00  Fig. Carnis Carni |  |                     |           |                   | _            |       |                                    |                       |  |  |
| Mac. Grants & Revenues  30.68 272.43 88.25 32% 404.42 89% GARVEE Reimbursement   |  |                     |           |                   |              |       |                                    |                       |  |  |
| CARVEE Rembursement   -   -   -   -   -   -   -   -   -  |  |                     |           |                   |              |       |                                    |                       |  |  |
| BULDNC Reimbursement   |  | 300.00              |           | 00.23             |              |       |                                    |                       |  |  |
| Salve Expenditures - Total   75.98   111.42   (35.45)   -32%   216.55   55%  |  | -                   |           | (156.02)          |              |       |                                    |                       |  |  |
| Garvee Expenditures - Total 75.98 111.42 (35.45) -32% 216.55 35%   Garvee Debt Service 118.08 118.08 - 0% 118.08 100%   BUILONC Expenditures - Total 260.93 300.95 (40.02) -13% 429.45 61%   BUILONC Expenditures - Total 1,191.34 1260.99 (69.64) -6% 13.87 429.45 61%   BUILONC Expenditures - Total 1,191.34 1260.99 (69.64) -6% 13.87 429.45 63%   STIP Perconstruction - Total 624.80 682.00 (57.21) -8% 1,041.87 60%   TIP - USDO'D Excentionary Grants 104.37 144.44 (40.07) -2.88% 212.76 49%   Tumpike Authority 55.29 49.92 5.37 11% 53.47 103%   Tumpike Authority 55.29 49.92 5.37 11% 53.47 103%   Total Construction - Secondary Roads 8.90 10.58 (1.68) -16% 16.00 56%   Other Construction - Secondary Roads 8.90 10.58 (1.68) -16% 16.00 56%   Other Construction - Confingency 11.75 30.05 (18.30) -61% 46.13 25%   Other Construction - Confingency 11.75 30.05 (18.30) -61% 46.13 25%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.77 7.01 11% 40.20 59%   Other Construction - Economic Development 72.78 65.78 66.78 7.01 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00   |  | E 412 00            |           |                   |              |       |                                    |                       |  |  |
| Caree Debt Service   | OTAL REVENUES & OTHER RECEIPTS             | 5,412.99            | 5,365.75  | 41.25             |              | 1 70  | 0,172.35                           | 00 76                 |  |  |
| Caree Debt Service   | Garvee Expenditures - Total                | 75 98               | 111 42    | (35.45)           | ı            | -32%  | 216 55                             | 35%                   |  |  |
| BUILDNC Experiditures - Total  BUILDNC Experiditures - Total  BUILDNC Debt Service  24.25 24.25 0.0 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0% 140.45 17% 180.100 0 0 0% 140.45 17% 180.100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |  |                     |           | (00.10)           | 1            |       |                                    |                       |  |  |
| BULLDNC Dekt Service   |  |                     |           | (40.02)           |              |       |                                    |                       |  |  |
| STIP Construction & Holdouts - Total 1,191,34 1,260,99 (69,64) - 6% 1,887,89 63% STIP Preconstruction - Total 624,80 682,00 (57.21) - 8% 1,041,87 60% TIP - USDOT Discretionary Grants 104,37 144,44 (40,07) - 29% 212,76 49% 103% of the Construction 2,455,04 2,692,05 (237,01) - 29% 212,76 49% 103% of the Construction 2,455,04 2,692,05 (237,01) - 9% 4,100,52 60% 103% of the Construction - Spot Safety Improvements 7,00 9,95 (2,95) - 30% 15,00 47% 1000 Other Construction - Spot Safety Improvements 7,00 9,95 (2,95) - 30% 15,00 47% 1000 Other Construction - Spot Safety Improvements 7,00 9,95 (2,95) - 30% 15,00 47% 1000 Other Construction - Spot Safety Improvements 7,00 9,95 (2,95) - 30% 15,00 47% 1000 Other Construction - Spot Safety Improvements 7,00 9,95 (2,95) - 30% 15,00 47% 1000 Other Construction - Mobility Modernization 23,61 26,47 (2,87) - 111% 40,20 59% 1000 Other Construction - Mobility Modernization 23,61 26,47 (2,87) - 111% 9,200 79% 1000 Other Construction - Mobility Modernization 24,47 (37) 9,4 (86,17) - 111% 9,200 79% 1000 Other Construction - Economic Development 72,78 65,77 7,01 11% 9,200 79% 1000 Other Construction - Economic Development 95,90 83,85 12,05 14% 1300 045% 1000 045 |  |                     |           |                   | 1            |       |                                    |                       |  |  |
| SIP Preconstruction - Total  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Tip - LISDOT Discretionary Grants  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Tumpike Authority  |  |                     |           |                   | 7            |       |                                    |                       |  |  |
| Collar Construction   2,455.04   2,682.05   (237.01)   3%   4,100.52   60%   |  |                     |           |                   | -            |       |                                    |                       |  |  |
| Other Construction - Secondary Roads         8.90         10.58         (1.68)         -16%         16.00         56%           Other Construction - Spot Safety Improvements         7.00         9.95         (2.95)         -30%         15.00         47%           Other Construction - Contingency         11.75         30.05         (18.30)         -61%         46.13         25%           Other Construction - Economic Development         72.78         65.77         7.01         111%         92.00         79%           General Maintenance Reserve         635.58         669.73         (34.15)         -5%         1,007.34         63%           Contract Resurfacing         284.77         370.94         (86.17)         -23%         630.00         45%           Roadside Environmental         95.90         83.85         12.05         14%         119.00         81%           Pavement Preservation         46.97         52.87         (5.90)         -11%         84.30         56%           Bridge Program         19.39         323.031         (36.38)         -16%         358.06         54%           Bridge Program         53.06         51.95         1.11         2%         84.98         62%           Bridge Preservati  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Other Construction - Spot Safety Improvements         7.00         9.95         (2.95)         -30%         15.00         47%           Other Construction - Contingency         11.75         30.05         (18.30)         -81%         48.13         25%           Other Construction - Economic Development         72.78         65.77         7.01         11%         92.00         79%           General Maintenance Reserve         635.58         669.73         (34.15)         5.%         1.00.734         63%           Contract Resurfacing         284.77         370.94         (86.17)         -23%         630.00         45%           Contract Resurfacing         284.77         370.94         (86.17)         -23%         630.00         45%           Pavement Preservation         46.97         52.87         (5.90)         -11%         84.30         56%           Bridge Program         193.93         230.31         (86.83)         -16%         358.06         54%           Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Disaster Funding - FEMA   | otal construction                          | 2,433.04            | 2,032.03  | (237.01)          |              | -5 /6 | 4,100.32                           | 00 /8                 |  |  |
| Other Construction - Spot Safety Improvements         7.00         9.95         (2.95)         -30%         15.00         47%           Other Construction - Contingency         11.75         30.05         (18.30)         -81%         48.13         25%           Other Construction - Contingency         11.75         30.05         (18.30)         -81%         48.13         25%           Other Construction - Contingency         12.81         26.47         (2.87)         -11%         40.20         59%           Other Construction - Contingency         65.78         65.77         7.01         11%         92.00         79%           General Maintenance Reserve         635.56         669.73         (34.15)         5.5%         10.07.34         63%           Contract Resurfacing         284.77         370.94         (86.17)         -23%         630.00         45%           Pavement Preservation         46.97         52.87         (5.90)         -11%         84.30         56%           Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Emergency GMR </td <td>Other Construction - Secondary Roads</td> <td>8.90</td> <td>10.58</td> <td>(1.68)</td> <td></td> <td>-16%</td> <td>16.00</td> <td>56%</td>  | Other Construction - Secondary Roads       | 8.90                | 10.58     | (1.68)            |              | -16%  | 16.00                              | 56%                   |  |  |
| Other Construction - Contingency Other Construction - Mobility/Modernization 23.61 26.47 (2.87) -11% 49.20 59% Other Construction - Economic Development 72.78 65.77 7.01 11% 92.00 79% General Maintenance Reserve 635.58 669.73 (34.15) -5% 1.007.34 63% Contract Resurdacing 284.77 370.94 (86.17) -23% 630.00 45% Roadside Environmental 95.90 83.85 12.05 14% 119.00 81% Pavement Preservation 46.97 52.87 (5.90) -11% 43.3 56% Bridge Preservation 53.06 51.95 1.11 2% 84.90 59% Bridge Preservation 53.06 51.95 1.11 2% 84.98 62% Bridge Preservation 53.06 51.95 1.11 2% Bridge Preservation 54.95 1.95 1.95 1.11 2% Bridge Preservation 54.95 1.95 1.95 1.11 2% Bridge Preservation 54.95 1.95 1.95 1.11 2% Bridge Prese  |  |                     |           |                   |              | -30%  |                                    | 47%                   |  |  |
| Other Construction - Mobility/Modernization         23.61         26.47         (2.87)         -11%         40.20         59%           Other Construction - Economic Development         72.78         65.77         7.01         11%         92.00         79%           General Maintenance Reserve         635.58         669.73         (34.15)         5%         1.007.34         63%           Contract Resurfacing         224.77         370.94         (86.17)         23%         630.00         45%           Roadside Environmental         95.90         83.85         12.05         14%         119.00         81%           Pavement Preservation         46.97         52.87         (5.90)         -11%         84.30         56%           Bridge Program         193.93         230.31         (36.38)         -16%         358.06         54%           Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Emergency GMR         63.00         41.36         21.64         52%         93.73         67%           Disaster Funding - FEMA         336.93         65.15         271.79         417%         66.90         504%           Integrated Mobility Division         1   |  |                     |           |                   |              |       |                                    |                       |  |  |
| Other Construction - Economic Development         72.78         65.77         7.01         11%         92.00         79%           General Maintenance Reserve         635.58         669.73         (34.15)         -5%         1,007.34         63%           Contract Resurdacing         284.77         370.94         (86.17)         -23%         630.00         45%           Roadside Environmental         95.90         83.85         12.05         14%         119.00         81%           Pavement Preservation         46.97         52.87         (5.90)         -11%         84.30         56%           Bridge Program         193.93         230.31         (36.38)         -16%         358.06         54%           Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Emergency GMR         63.00         41.36         21.64         52%         93.73         67%           Otal Maintenance         1,834.19         1,708.99         125.19         7%         2,653.3         69%           Integrated Mobility Division         120.87         126.18         (5.32)         -4%         167.51         72%           MID New Starts/Ferry Capital (beginning 7/1/22)  | , , , , , , , , , , , , , , , , , , ,      |                     |           |                   |              |       |                                    |                       |  |  |
| General Maintenance Reserve 655.58 669.73 (34.15) -5% 1.007.34 63% Contract Resurfacing 284.77 370.94 (86.17) -23% 630.00 45% Roadside Environmental 95.90 83.85 12.05 14% 119.00 81% Pavement Preservation 46.97 52.87 (5.90) -1.11% 84.30 56% Bridge Program 193.93 230.31 (36.38) -1.61% 358.06 54% Bridge Preservation 53.06 51.95 1.11 2% 84.98 62% Bridge Preservation 53.06 51.95 1.11 2% 84.98 62% Bridge Preservation 53.06 51.95 1.11 2% 84.98 62% Bridge Preservation 53.06 51.95 1.11 2% 66.90 504% Otal Maintenance 18.84.19 1,708.99 125.19 7% 2,653.63 69% Integrated Mobility Division 120.87 126.18 (5.32) 4% 167.51 72% Integrated Mobility Division 120.87 126.18 (5.32) 4% 167.51 72% Integrated Mobility Division 40.49 42.51 (2.01) 5.5% 64.68 63% Rail Division 27.27 43.29 (15.03) 3.37% 145.06 19% Availation Division 27.27 43.29 (15.03) 3.37% 145.06 19% Availation Division 122.32 105.57 17.05 16% 184.34 66% Otal Other Modes 314.07 318.33 (4.26) 1.3% 562.67 56% Administration 245.38 260.51 (15.12) -6% 421.78 58% Transfers to Other State Agencies 32.98 30.88 2.10 7% 55.90 59% State aid to municipalities 186.13 185.88 0.26 0% 185.88 100% Debt Strivelet 1.20 1.20 1.20 1.20 1.20 1.20 1.20 1.20   | ,  |                     |           |                   |              |       |                                    |                       |  |  |
| Contract Resurfacing 284.77 370.94 (86.17) -23% 630.00 45% 818 82 83.85 12.05 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 119.00 81% 81.00 14% 81. |  |                     |           |                   |              |       |                                    |                       |  |  |
| Roadside Environmental   95.90   83.85   12.05   14%   119.00   81%   Pavement Preservation   46.97   52.87   (5.90)   -11%   84.30   56%  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Pavement Preservation  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Bridge Program       193.93       230.31       (36.38)       -16%       358.06       54%         Bridge Preservation       53.06       51.95       1.11       2%       84.98       62%         Emergency GMR       63.00       41.36       21.64       52%       93.73       67%         Disaster Funding - FEMA       336.93       65.15       271.79       417%       66.90       504%         Fotal Maintenance       1,834.19       1,708.99       125.19       7%       2,653.63       69%         Integrated Mobility Division       120.87       126.18       (5,32)       .4%       167.51       72%         IMD New Starts/Ferry Capital (beginning 7/1/22)       3.13       1.08       2.05       190%       1.08       290%         Ferry Division       40.49       42.51       (2.01)       -5%       64.68       63%         Rail Division       27.27       43.29       (16.03)       -37%       145.06       19%         Fotal Other Modes       314.07       318.33       (4.26)       -1.3%       562.67       56%         Administration       245.38       260.51       (15.12)       -6%       421.78       58%         Transfers to General Fund/NCTA -  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Bridge Preservation         53.06         51.95         1.11         2%         84.98         62%           Emergency GMR         63.00         41.36         21.64         52%         93.73         67%           Disaster Funding - FEMA         336.93         65.15         271.79         417%         66.90         504%           Total Maintenance         1,834.19         1,708.99         125.19         7%         2,653.63         69%           Integrated Mobility Division         120.87         126.18         (5.32)         -4%         167.51         72%           IMD New Starts/Ferry Capital (beginning 7/1/22)         3.13         1.08         2.05         190%         1.08         290%           Ferry Division         40.49         42.51         (2.01)         -5%         64.68         63%         63%         63%         64.68         63%         63%         64.68         63%         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68         63%         64.68  |  |                     |           | ` '               |              |       |                                    |                       |  |  |
| Emergency GMR         63.00         41.36         21.64         52%         93.73         67%           Disaster Funding - FEMA         336.93         65.15         271.79         417%         66.90         504%           Fotal Maintenance         1,834.19         1,708.99         125.19         7%         2,653.63         69%           Integrated Mobility Division         120.87         126.18         (5.32)         -4%         167.51         72%           IMD New Starts/Ferry Capital (beginning 7/1/22)         3.13         1.08         2.05         190%         1.08         290%           Ferry Division         40.49         42.51         (2.01)         -5%         64.68         63%           Rail Division         27.27         43.29         (16.03)         -37%         145.06         19%           Aviation Division         122.32         105.27         17.05         16%         184.34         66%           fotal Other Modes         314.07         318.33         (4.26)         -1.3%         562.67         56%           Administration         245.38         260.51         (15.12)         -6%         421.78         58%           Transfers to Other State Agencies         32.98         30  |  |                     |           |                   | 1            |       |                                    |                       |  |  |
| Disaster Funding - FEMA   336.93   65.15   271.79   417%   66.90   504%     Total Maintenance   1,834.19   1,708.99   125.19   7%   2,653.63   69%     Integrated Mobility Division   120.87   126.18   (5.32)   -4%   167.51   72%     IMD New Starts/Ferry Capital (beginning 7/1/22)   3.13   1.08   2.05   190%   1.08   290%     Ferry Division   40.49   42.51   (2.01)   -5%   64.68   63%     Rail Division   27.27   43.29   (16.03)   3.37%   145.06   19%     Aviation Division   122.32   105.27   17.05   16%   184.34   66%     Total Other Modes   314.07   318.33   (4.26)   -1.3%   562.67   56%     Administration   245.38   260.51   (15.12)   -6%   421.78   58%     Transfers to Other State Agencies   32.98   30.88   2.10   7%   55.90   59%     State aid to municipalities   186.13   185.88   0.26   0%   49.00   75%     State aid to municipalities   186.13   185.88   0.26   0%   185.88   100%     Debt Service   -   |  |                     |           |                   |              |       |                                    |                       |  |  |
| Integrated Mobility Division   120.87   126.18   (5.32)   -4%   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   72%   140   167.51   160      |  |                     |           |                   |              |       |                                    |                       |  |  |
| Integrated Mobility Division 120.87 126.18 (5.32) -4% 167.51 72%   |  |                     |           |                   |              |       |                                    |                       |  |  |
| MD New Starts/Ferry Capital (beginning 7/1/22)   3.13   1.08   2.05   190%   1.08   290%   |  | 1,00 1110           | 1,1 00.00 |                   |              | . 70  | _,000.00                           |                       |  |  |
| IMD New Starts/Ferry Capital (beginning 7/1/22)   3.13   1.08   2.05   190%   1.08   290%  | Integrated Mobility Division               | 120.87              | 126.18    | (5.32)            |              | -4%   | 167.51                             | 72%                   |  |  |
| Ferry Division       40.49       42.51       (2.01)       -5%       64.68       63%         Rail Division       27.27       43.29       (16.03)       -37%       145.06       19%         Aviation Division       122.32       105.27       17.05       16%       184.34       66%         Iotal Other Modes       314.07       318.33       (4.26)       -1.3%       562.67       56%         Administration       245.38       260.51       (15.12)       -6%       421.78       58%         Transfers to Other State Agencies       32.98       30.88       2.10       7%       55.90       59%         Transfers to General Fund/NCTA - GAP Funds       36.75       36.75       -       0%       49.00       75%         State aid to municipalities       186.13       185.88       0.26       0%       185.88       100%         Debt Service       -       -       -       -       na       -       na       -         Other Programs       28.68       29.87       (1.19)       -4%       42.19       68%         Otal Other Expenditures       529.92       543.88       (13.96)       -3%       754.75       70%   |  | 3.13                | 1.08      |                   |              | 190%  | 1.08                               | 290%                  |  |  |
| Rail Division       27.27       43.29       (16.03)       -37%       145.06       19%         Aviation Division       122.32       105.27       17.05       16%       184.34       66%         Otal Other Modes       314.07       318.33       (4.26)       -1.3%       562.67       56%         Administration       245.38       260.51       (15.12)       -6%       421.78       58%         Transfers to Other State Agencies       32.98       30.88       2.10       7%       55.90       59%         Transfers to General Fund/NCTA - GAP Funds       36.75       36.75       -       0%       49.00       75%         State aid to municipalities       186.13       185.88       0.26       0%       185.88       100%         Debt Service       -       -       -       -       na       -       na       -       na       na       na       na       na       na       -       na       na       -       10% <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>   |  |                     |           |                   |              |       |                                    |                       |  |  |
| Aviation Division     122.32     105.27     17.05     16%     184.34     66%       Total Other Modes     314.07     318.33     (4.26)     -1.3%     562.67     56%       Administration     245.38     260.51     (15.12)     -6%     421.78     58%       Transfers to Other State Agencies     32.98     30.88     2.10     7%     55.90     59%       Transfers to General Fund/NCTA - GAP Funds     36.75     36.75     -     0%     49.00     75%       State aid to municipalities     186.13     185.88     0.26     0%     185.88     100%       Debt Service     -     -     -     na     -     na       Other Programs     28.68     29.87     (1.19)     -4%     42.19     68%       Total Other Expenditures     529.92     543.88     (13.96)     -3%     754.75     70%  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Fotal Other Modes         314.07         318.33         (4.26)         -1.3%         562.67         56%           Administration         245.38         260.51         (15.12)         -6%         421.78         58%           Transfers to Other State Agencies         32.98         30.88         2.10         7%         55.90         59%           Transfers to General Fund/NCTA - GAP Funds         36.75         36.75         -         0%         49.00         75%           State aid to municipalities         186.13         185.88         0.26         0%         185.88         100%           Debt Service         -         -         -         -         na         -         na         na         -         na         na         -         na         -         na         0ther         100  |  |                     |           |                   |              |       |                                    |                       |  |  |
| Administration 245.38 260.51 (15.12) -6% 421.78 58% Transfers to Other State Agencies 32.98 30.88 2.10 7% 55.90 59% Transfers to General Fund/NCTA - GAP Funds 36.75 36.75 - 0% 49.00 75% State aid to municipalities 186.13 185.88 0.26 0% 185.88 100% Debt Service   |  |                     |           |                   |              |       |                                    |                       |  |  |
| Transfers to Other State Agencies     32.98     30.88     2.10     7%     55.90     59%       Transfers to General Fund/NCTA - GAP Funds     36.75     36.75     -     0%     49.00     75%       State aid to municipalities     186.13     185.88     0.26     0%     185.88     100%       Debt Service     -     -     -     na     -     na     na       Other Programs     28.68     29.87     (1.19)     -4%     42.19     68%       Otal Other Expenditures     529.92     543.88     (13.96)     -3%     754.75     70%   |  |                     |           | ` ,               |              |       |                                    |                       |  |  |
| Transfers to General Fund/NCTA - GAP Funds     36.75     36.75     -     0%     49.00     75%       State aid to municipalities     186.13     185.88     0.26     0%     185.88     100%       Debt Service     -     -     -     na     -     na na       Other Programs     28.68     29.87     (1.19)     -4%     42.19     68%       Total Other Expenditures     529.92     543.88     (13.96)     -3%     754.75     70%  |  |                     |           |                   |              |       |                                    |                       |  |  |
| State aid to municipalities     186.13     185.88     0.26     0%     185.88     100%       Debt Service     -     -     -     -     na     -     na na       Other Programs     28.68     29.87     (1.19)     -4%     42.19     68%       Total Other Expenditures     529.92     543.88     (13.96)     -3%     754.75     70%  |  |                     |           | 2.10              |              |       |                                    |                       |  |  |
| Debt Service         -         -         -         -         na         -         na         na <t< td=""><td>Transfers to General Fund/NCTA - GAP Funds</td><td>36.75</td><td>36.75</td><td>-</td><td>-</td><td>0%</td><td>49.00</td><td></td></t<>   | Transfers to General Fund/NCTA - GAP Funds | 36.75               | 36.75     | -                 | -            | 0%    | 49.00                              |                       |  |  |
| Other Programs         28.68         29.87         (1.19)         -4%         42.19         68%           Total Other Expenditures         529.92         543.88         (13.96)         -3%         754.75         70%  | State aid to municipalities                | 186.13              | 185.88    | 0.26              |              | 0%    | 185.88                             | 100%                  |  |  |
| Total Other Expenditures 529.92 543.88 (13.96) -3% 754.75 70%  | Debt Service                               | -                   | -         | -                 | ***********  | na    | -                                  | na na                 |  |  |
|  | Other Programs                             | 28.68               | 29.87     | (1.19)            |              |       | 42.19                              |                       |  |  |
| OTAL EXPENDITURES 5,133.22 5,263.26 (130.03) -2% 8,071.57 63.6%  | otal Other Expenditures                    | 529.92              | 543.88    | (13.96)           |              | -3%   | 754.75                             | 70%                   |  |  |
| TOTAL EXPENDITURES 5,133.22 5,263.26 (130.03) -2% 8,071.57 63.6%   |  |                     |           |                   |              |       |                                    |                       |  |  |
|  | OTAL EXPENDITURES                          | 5,133.22            | 5,263.26  | (130.03)          |              | -2%   | 8,071.57                           | 63.6%                 |  |  |

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# **Detailed Report**

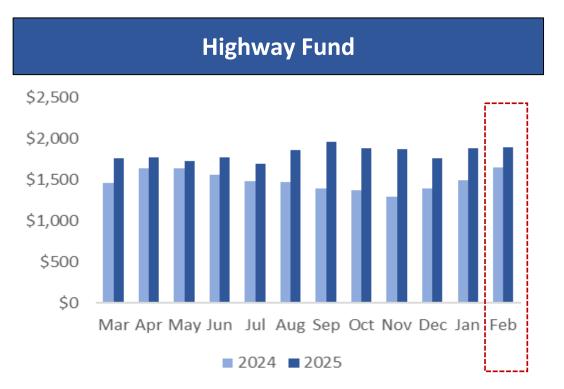
# **Available Cash Monitoring and Management**

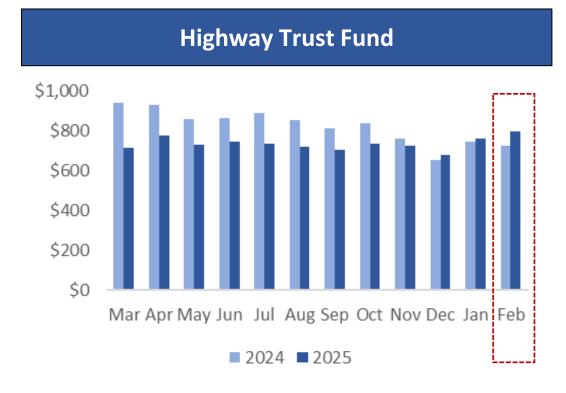
Notifications and potential agency action will occur if one or more metrics is no longer green.



<sup>\*</sup> Approximate amount.

# HF & HTF Available Cash Balances - 12 Months Ended February 28, 2025





# HF cash balance increased by \$242.9M or 14.7% from February 2024 to February 2025.

Overall cash increase can be partially attributable to transfers from the Transportation Reserve and the Economic Development Project Reserve. In January, the Agency received \$150M transfer for Economic Development. Although expenditures exceeded revenues in February, on average revenues exceed expenditures over the past 12 months.

# HTF cash balance increased by \$74.6M or 10.3% from February 2024 to February 2025.

• On average construction and other expenditures exceeded revenues over the past 12 months. However, January and February revenues considerably exceeded expenditures. Starting in SFY 2025, sales tax revenue transfers are monthly instead of quarterly with an increase in distribution from 3% to 4.5%.

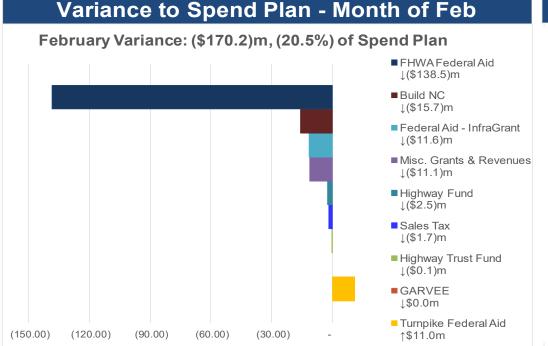
April 3, 2025

Notes:

\$ in millions

- 158
- Highway Fund includes Ferry Capital

# Revenues and Other Receipts Summary – Actuals vs Forecast – Monthly (\$M)



- February revenues and other receipts are 20.54% or \$170.22M below forecast largely due to receiving more FHWA Federal Aid reimbursements in earlier months than anticipated.
- Highway Fund and Highway Trust fund were on par with forecast.
- Build NC receipts are below forecast due to the timing of the 2025A Build NC bond sale, which is currently underway and expected to close in May.

| Actuals                  |                                      |            | Variance to S   | pend Plan - Monthly | Variance to Prior Year- Monthly |            |             |           |                 |  |
|--------------------------|--------------------------------------|------------|-----------------|---------------------|---------------------------------|------------|-------------|-----------|-----------------|--|
| Description              | Actuals For<br>Month Ending<br>02/28 | Spend Plan | \$ Variance, Mo | nthly % Variance, M | onthly                          | Prior Year | \$ Variance | , Monthly | % Variance, Mon |  |
| Highway Fund*            | 240.19                               | 242.74     | (2.55)          | -1%                 |                                 | 230.65     | 9.54        |           | 4%              |  |
| Highway Trust Fund *     | 147.21                               | 147.34     | (0.13)          | 0%                  |                                 | 148.47     | (1.27)      |           | -1%             |  |
| FHWA Federal Aid         | 182.90                               | 321.38     | (138.49)        | -43%                |                                 | 179.55     | 3.35        |           | 2%              |  |
| Federal Aid - InfraGrant | 0.75                                 | 12.33      | (11.58)         | -94%                |                                 | 0.63       | 0.12        |           | 18%             |  |
| Turnpike Federal Aid     | 11.05                                | -          | 11.05           | na                  |                                 | 19.63      | (8.59)      |           | na              |  |
| Sales Tax                | 63.17                                | 64.86      | (1.69)          | -3%                 |                                 | _          | 63.17       |           | na              |  |
| Misc. Grants & Revenue:  | 13.26                                | 24.39      | (11.13)         | -46%                |                                 | 90.57      | (77.31)     |           | -85%            |  |
| GARVEE                   | -                                    | -          | -               | na                  |                                 | _          | -           |           | na              |  |
| Build NC                 | -                                    | 15.70      | (15.70)         | -100%               |                                 | -          | -           |           | na              |  |
| Total Revenues           | 658.52                               | 828.74     | -170.22         | -21%                |                                 | 669.51     | -10.99      |           | -2%             |  |

Revenues and Other Receipts Summary – Actuals vs Forecast – FYTD(\$M)



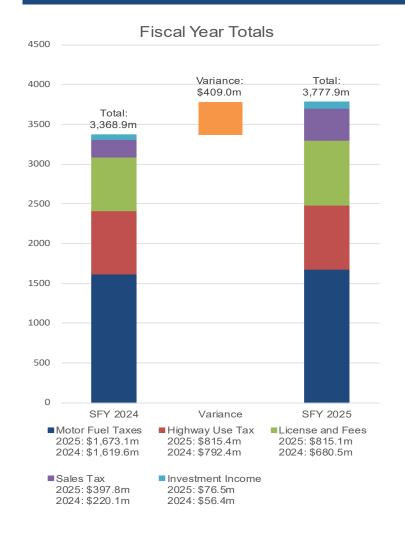
- HF and HTF revenues show YOY growth;
   9.4% and 4.2%, respectively.
- FYTD FHWA Federal Aid was above forecast by 4.6% or \$52.7M.
- FYTD Federal Aid Infra Grant was below forecast largely due to a delay in the Alligator River Bridge project.
- FYTD Misc. Grants & Revenues was above forecast largely due to Economic Development transfer of \$150M in January.

| Actuals                  |                        | V                        | ariance - Fiscal | Year to Date |                        | Track Against Full Year Spend Plan     |                     |      | Variance to Prior Year-FYTD |         |              |            |  |
|--------------------------|------------------------|--------------------------|------------------|--------------|------------------------|--|---------------------|------|-----------------------------|---------|--------------|------------|--|
| Description              | Actuals As<br>of 02/28 | Fiscal YTD<br>Spend Plan | \$ Varian        | ce, FYTD     | %<br>Variance,<br>FYTD | Full Year<br>Spend Plan<br>(10/2/2024) | % of SFY 2025 Spend | Plan | Prior Year                  | \$ Va   | riance, FYTD | % Variance |  |
| Highway Fund *           | 2,093.18               | 2,006.49                 | 86.69            |              | 4%                     | 3,097.07                               | 68%                 |      | 1,914.13                    | 179.05  |              | 9%         |  |
| Highway Trust Fund *     | 1,286.91               | 1,259.94                 | 26.97            |              | 2%                     | 1,934.54                               | 67%                 |      | 1,234.69                    | 52.22   |              | 4%         |  |
| FHWA Federal Aid         | 1,185.90               | 1,133.21                 | 52.69            |              | 5%                     | 1,552.18                               | 76%                 |      | 958.17                      | 227.73  |              | 24%        |  |
| Federal Aid - InfraGrant | 17.70                  | 86.38                    | (68.68)          |              | -80%                   | 142.81                                 | 12%                 |      | 5.33                        | 12.37   |              | 232%       |  |
| Turnpike Federal Aid     | 70.78                  | 0.01                     | 70.77            |              | na                     | 0.01                                   | na na               |      | 99.25                       | (28.47) |              | na         |  |
| Sales Tax                | 397.83                 | 451.27                   | (53.44)          |              | -12%                   | 710.70                                 | 56%                 |      | 220.05                      | 177.78  |              | 81%        |  |
| Misc. Grants & Revenues  | 360.68                 | 272.43                   | 88.25            |              | 32%                    | 404.22                                 | 89%                 |      | 447.55                      | (86.87) |              | -19%       |  |
| GARVEE                   | -                      | -                        | -                |              | na                     | 124.01                                 | 0%                  |      | 35.82                       | (35.82) |              | -100%      |  |
| Build NC                 | -                      | 156.02                   | (156.02)         |              | -100%                  | 206.81                                 | 0%                  |      | 69.24                       | (69.24) |              | -100%      |  |
| Total Revenues           | 5,412.99               | 5,365.75                 | 47.25            |              | 1%                     | 8,172.35                               | 66%                 |      | 4,984.23                    | 428.76  |              | 9%         |  |

<sup>\*</sup> Sales Tax is NCDQT\_Board of Transportation Meeting Minutes

# State Revenues by Source - Highway Fund & Trust Fund - Feb 2025(\$M)

#### **FYTD YoY Variance**



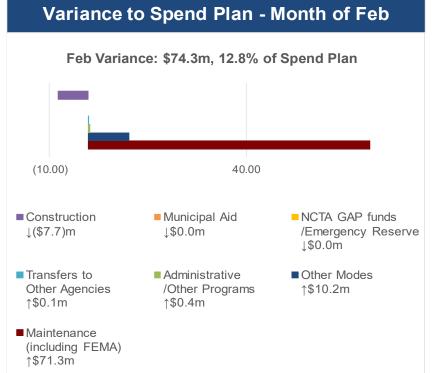
#### **Monthly YoY Variance**

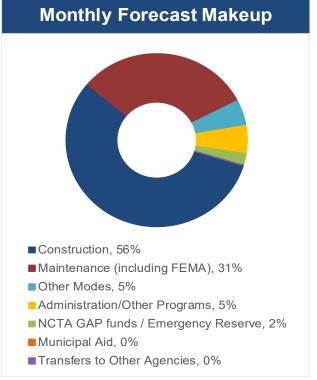


- FYTD Highway Fund and Trust Fund State revenues have grown by 12.1% on a combined basis as compared to February 2024.
- FYTD Motor Fuel Tax is up YOY by 3.3%.
- FYTD Highway Use Taxes is up YOY by 2.9%.
- License & Fees are up YOY by 19.8%. Revenue was forecasted to increase compared to prior year due to the quadrennial fee adjustment effective July 1<sup>st</sup>.
- Investment income continues to come in higher YoY.
- Sales Taxes are transferred monthly in SFY 25 at 6% of proceeds as opposed to quarterly in SFY 24 at 4% of proceeds.

| Prior Year Comparison |                    |                  |   |  |                |                 |  |  |  |  |  |  |  |
|-----------------------|--------------------|------------------|---|--|----------------|-----------------|--|--|--|--|--|--|--|
| Comparison to Price   | or Year - Month of | February         | Comparison to Prior Year - Fiscal Year to Date        |  |                |                 |  |  |  |  |  |  |  |
| Revenue               | February<br>2025   | February<br>2024 | Current FYTD<br>Actual Revenue<br>(Jul '24 - Feb '25) | Previous FYTD Actual<br>Revenue<br>(Jul '23 - Feb '24) | FYTD<br>YoY\$∆ | FYTD<br>YoY % ∆ |  |  |  |  |  |  |  |
| Motor Fuel Taxes      | 182.42             | 186.88           | 1,673.11  | 1,619.60   | 53.50          | 3.3%            |  |  |  |  |  |  |  |
| Highway Use Tax       | 93.59              | 94.83            | 815.36  | 792.38   | 22.98          | 2.9%            |  |  |  |  |  |  |  |
| License and Fees      | 102.33             | 89.84            | 815.10  | 680.45   | 134.65         | 19.8%           |  |  |  |  |  |  |  |
| Investment Income     | 9.06               | 7.59             | 76.53   | 56.39  | 20.14          | 35.7%           |  |  |  |  |  |  |  |
| Sales Tax             | 63.17              | -                | 397.83  | 220.05   | 177.78         | 80.8%           |  |  |  |  |  |  |  |
| Total Revenue         | 450.6              | 379.1            | 3,777.9   | 3,368.9  | 409.0          | 12.1%           |  |  |  |  |  |  |  |
|                       |                    | April 3, 2       | 025   |  |                | 161             |  |  |  |  |  |  |  |

Overall Expenditures and Other Disbursements Actuals vs Forecast – Monthly (\$M)





- February expenditures and other disbursements were 12.8% or \$74.3M above forecast.
- Construction was 2.4% or \$7.7M below forecast.
- Maintenance was 39.3% or \$71.3M above forecast largely due to FEMA and partly due to GMR.
- Modal was 36.6% or \$10.2M above forecast primarily due to Aviation.

| Actuals                            |                                   |            | Varia           | nce - Mor | nthly               |  | Variance to Prior Year- Monthly |                |               |      |              |  |
|------------------------------------|-----------------------------------|------------|-----------------|-----------|---------------------|--|---------------------------------|----------------|---------------|------|--------------|--|
| Description                        | Actuals For Month<br>Ending 02/28 | Spend Plan | \$ Variance, Mo | onthly    | % Variance, Monthly |  | Prior Year                      | \$ Variance, M | ance, Monthly |      | nce, Monthly |  |
| Construction                       | 319.42                            | 327.13     | (7.71)          |           | -2%                 |  | 279.59                          | 39.83          |               | 14%  |              |  |
| Maintenance (including FEMA)       | 252.94                            | 181.62     | 71.32           |           | 39%                 |  | 131.12                          | 121.82         |               | 93%  |              |  |
| Other Modes                        | 38.16                             | 27.94      | 10.22           |           | 37%                 |  | 95.97                           | (57.81)        |               | -60% |              |  |
| Administration/Other Programs      | 30.95                             | 30.55      | 0.40            |           | 1%                  |  | 33.53                           | (2.58)         |               | -8%  |              |  |
| NCTA GAP funds / Emergency Reserve | 12.25                             | 12.25      | -               |           | 0%                  |  | 12.25                           | -              |               | 0%   |              |  |
| Municipal Aid                      | -                                 | -          | -               |           | na                  |  | -                               | -              |               | na   |              |  |
| Transfers to Other Agencies        | 0.44                              | 0.38       | 0.06            |           | 17%                 |  | 0.67                            | (0.23)         |               | -34% |              |  |
| Total Expenditures                 | 654.15                            | 579.86     | 74.29           |           | 13%                 |  | 553.12                          | 101.03         |               | 18%  |              |  |

**Overall Expenditures and Other Disbursements** Actuals vs Forecast - FYTD (\$M)

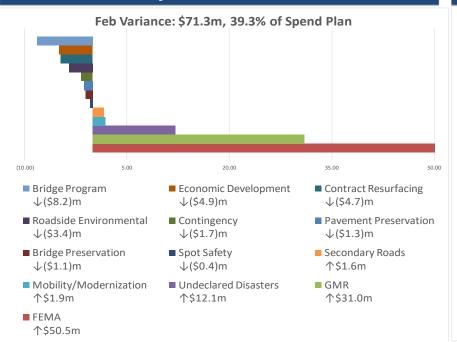


- Overall actual expenditures & other disbursements are on par YOY with higher than forecasted spend in Maintenance offsetting lower than forecasted spend in Construction and Administration.
- Construction spend is down YOY by 10.3% or \$282.0M.
- Maintenance spend is up YOY by 35.6% or \$481.2M; largely due to FEMA and GMR.
- Modal spend is down YOY by 30.3% or \$136.6M; largely due to Aviation.

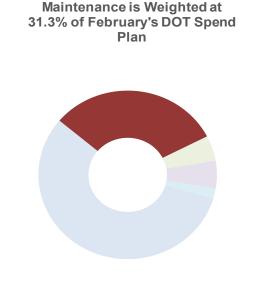
| Actuals                            |                     | Va                       | ariance - Fiscal | Year to Date |                        | Track Aga                              |                       | Variance to Prior Year- FYTD |           |            |            |
|------------------------------------|---------------------|--------------------------|------------------|--------------|------------------------|--|-----------------------|------------------------------|-----------|------------|------------|
| Description                        | Actuals As of 02/28 | Fiscal YTD<br>Spend Plan | \$ Variand       | ce, FYTD     | %<br>Variance,<br>FYTD | Full Year Spend<br>Plan<br>(10/2/2024) | % of SFY 2025 Spend P | lan Prior Yea                | · \$ Vari | ance, FYTD | % Variance |
| Construction                       | 2,455.04            | 2,692.05                 | (237.01)         |              | -9%                    | 4,100.52                               | 60%                   | 2,737.03                     | (281.99)  |            | -10.3%     |
| Maintenance (including FEMA)       | 1,834.19            | 1,708.99                 | 125.19           |              | 7%                     | 2,653.63                               | 69%                   | 1,352.98                     | 481.21    |            | 35.6%      |
| Other Modes                        | 314.07              | 318.33                   | (4.26)           |              | -1%                    | 562.67                                 | 56%                   | 450.65                       | (136.57)  |            | -30.3%     |
| Administration/Other Programs      | 274.06              | 290.37                   | (16.31)          |              | -6%                    | 463.97                                 | 59%                   | 240.34                       | 33.72     |            | 14%        |
| NCTA GAP funds / Emergency Reserve | 36.75               | 36.75                    | ` <b>-</b>       |              | 0%                     | 49.00                                  | 75%                   | 36.75                        | -         |            | 0%         |
| Municipal Aid                      | 186.13              | 185.88                   | 0.26             |              | 0%                     | 185.88                                 | 100%                  | 170.11                       | 16.02     |            | 9%         |
| Transfers to Other Agencies        | 32.98               | 30.88                    | 2.10             |              | 7%                     | 55.90                                  | 59%                   | 32.41                        | 0.57      |            | 2%         |
| Total Expenditures                 | 5,133.22            | 5,263.26                 | -130.03          |              | -2%                    | 8,071.57                               | 64%                   | 5,020.26                     | 112.96    |            | 2.3%       |
| NCDOT Board of Transporta          | tion Meeting Minute | S                        |                  | •            |                        | Α                                      | pril 3, 2025          |                              |           | ,          | 163        |

# Maintenance Expenditures and Other Disbursements –Actuals vs Forecast– Monthly (\$M)

#### **Variance to Spend Plan - Month of Feb**



#### **Monthly Expenditure**



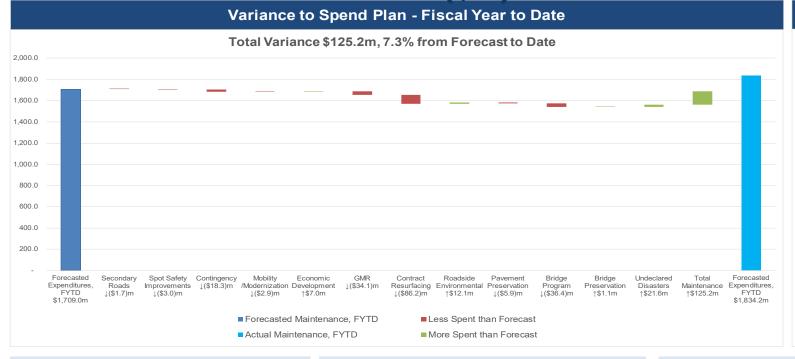
#### Commentary

 February Maintenance expenditures were 39.3% or \$71.3M above forecast largely due to FEMA spend for Hurricane Helene response and recovery efforts and partly due to GMR. GMR was applied to federal WBS elements to cover exceptions from prior storm events.

| Actuals                |                                   |               | Va                   | riance - Monthly |                   |            | Variance to Prior Year- Monthly |            |                |  |  |  |
|------------------------|-----------------------------------|---------------|----------------------|------------------|-------------------|------------|---------------------------------|------------|----------------|--|--|--|
| Description            | Actuals For Month<br>Ending 02/28 | Spend<br>Plan | \$ Variance, Monthly | %                | Variance, Monthly | Prior Year | \$ Variance, Mon                | thly % Var | iance, Monthly |  |  |  |
| Secondary Roads        | 2.56                              | 0.93          | 1.63                 | 174%             |                   | 0.65       | 1.91                            | 295%       |                |  |  |  |
| Spot Safety Improve.   | 0.79                              | 1.19          | (0.41)               | -34%             | <u> </u>          | 0.94       | (0.15)                          | -16%       |                |  |  |  |
| Contingency            | 1.31                              | 3.00          | (1.69)               | -56%             |                   | 1.30       | 0.01                            | 1%         |                |  |  |  |
| Mobility/Modernization | 4.49                              | 2.64          | 1.85                 | 70%              |                   | 4.36       | 0.13                            | 3%         |                |  |  |  |
| Economic Development   | 3.74                              | 8.62          | (4.88)               | -57%             |                   | 6.74       | (3.00)                          | -45%       |                |  |  |  |
| GMR                    | 122.62                            | 91.62         | 31.00                | 34%              |                   | 58.65      | 63.96                           | 109%       |                |  |  |  |
| Contract Resurfacing   | 9.98                              | 14.68         | (4.70)               | -32%             | <u>.</u>          | 10.42      | (0.44)                          | -4%        | <u>j</u>       |  |  |  |
| Roadside Environmental | 2.86                              | 6.30          | (3.44)               | -55%             |                   | 7.92       | (5.06)                          | -64%       |                |  |  |  |
| Pavement Preservation  | 0.87                              | 2.17          | (1.31)               | -60%             |                   | 1.65       | (0.79)                          | -48%       |                |  |  |  |
| Bridge Program         | 18.28                             | 26.44         | (8.16)               | -31%             | <u>.</u>          | 22.32      | (4.04)                          | -18%       |                |  |  |  |
| Bridge Preservation    | 4.79                              | 5.89          | (1.11)               | -19%             |                   | 6.67       | (1.88)                          | -28%       |                |  |  |  |
| Undeclared Disasters   | 22.77                             | 10.69         | 12.09                | 113%             |                   | 8.79       | 13.98                           | 159%       |                |  |  |  |
| FEMA                   | 57.89                             | 7.44          | 50.45                | 678%             |                   | 0.70       | 57.20                           | 8173%      |                |  |  |  |
| Total Maintenance      | 252.94                            | 181.62        | 71.32                | 39%              |                   | 131.12     | 121.82                          | 93%        |                |  |  |  |

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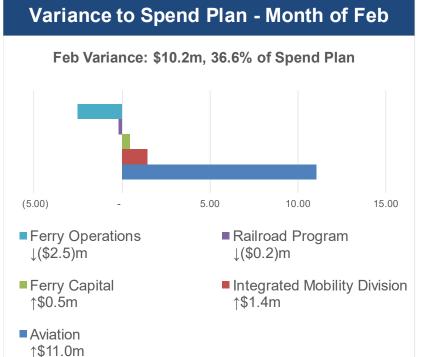
Maintenance Expenditures and Other Disbursements Actuals vs Forecast – FYTD (\$M)

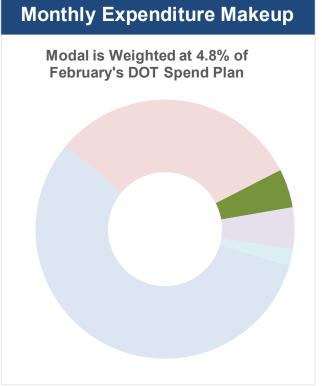


- Maintenance expenditures are up YOY,
   by 35.6% from \$1,353.0M FYTD February
   2024 to \$1,834.2M FYTD February 2025.
- YOY increase in spend is attributable to FEMA and GMR.

| Actuals                |                     |                          | Variance - Fiscal Year to | Date                   | Track Against Full Year Spend Plan     |                          |            | Variance to Prior Year- FYTD |              |  |  |
|------------------------|---------------------|--------------------------|---------------------------|------------------------|--|--------------------------|------------|------------------------------|--------------|--|--|
| Description            | Actuals As of 02/28 | Fiscal YTD<br>Spend Plan | \$ Variance, FYTD         | %<br>Variance,<br>FYTD | Full Year<br>Spend Plan<br>(10/2/2024) | % of SFY 2025 Spend Plan | Prior Year | \$ Variance, FYTD            | O % Variance |  |  |
| Secondary Roads        | 8.90                | 10.58                    | (1.68)                    | -16%                   | 16.00                                  | 56%                      | 10.98      | (2.08)                       | 100%         |  |  |
| Spot Safety Improve.   | 7.00                | 9.95                     | (2.95)                    | -30%                   | 15.00                                  | 47%                      | 9.46       | (2.46)                       | -26%         |  |  |
| Contingency            | 11.75               | 30.05                    | (18.30)                   | -61%                   | 46.13                                  | 25%                      | 12.53      | (0.77)                       | -6%          |  |  |
| Mobility/Modernization | 23.61               | 26.47                    | (2.87)                    | -11%                   | 40.20                                  | 59%                      | 24.58      | (0.98)                       | -4%          |  |  |
| Economic Development   | 72.78               | 65.77                    | 7.01                      | 11%                    | 92.00                                  | 79%                      | 132.15     | (59.38)                      | -45%         |  |  |
| GMR                    | 635.58              | 669.73                   | (34.15)                   | -5%                    | 1,007.34                               | 63%                      | 405.62     | 229.97                       | 57%          |  |  |
| Contract Resurfacing   | 284.77              | 370.94                   | (86.17)                   | -23%                   | 630.00                                 | 45%                      | 317.42     | (32.65)                      | -10%         |  |  |
| Roadside Environmental | 95.90               | 83.85                    | 12.05                     | 14%                    | 119.00                                 | 81%                      | 95.75      | 0.15                         | 0%           |  |  |
| Pavement Preservation  | 46.97               | 52.87                    | (5.90)                    | -11%                   | 84.30                                  | 56%                      | 57.12      | (10.14)                      | -18%         |  |  |
| Bridge Program         | 193.93              | 230.31                   | (36.38)                   | -16%                   | 358.06                                 | 54%                      | 189.23     | 4.70                         | 2%           |  |  |
| Bridge Preservation    | 53.06               | 51.95                    | 1.11                      | 2%                     | 84.98                                  | 62%                      | 59.16      | (6.10)                       | -10%         |  |  |
| Undeclared Disasters   | 63.00               | 41.36                    | 21.64                     | 52%                    | 93.73                                  | 67%                      | 36.19      | 26.82                        | 74%          |  |  |
| FEMA                   | 336.93              | 65.15                    | 271.79                    | 417%                   | 66.90                                  | 504%                     | 2.79       | 334.14                       | 11964%       |  |  |
| Total Maintenance      | 1,834.19            | 1,708.99                 | 125.19                    | 7%                     | 2,653.63                               | 69%                      | 1,352.98   | 481.21                       | 36%          |  |  |

Modal Expenditures and Other Disbursements Actuals vs Forecast – Monthly (\$M)

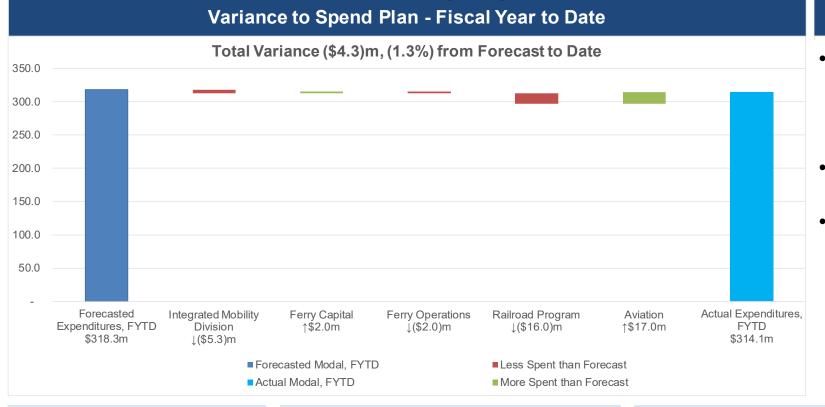




- February Modal expenditures were 36.6% or \$10.2M above. \$9.9M in state grant funding was disbursed to airport. \$5.0M of which was from a multi-year Crossfield Taxiway System project at Piedmont-Triad International Airport.
- IMD had higher expenditures in the month of February for federally funded programs.

| Actua                        | ls                                |            | Var             | riance - Monthly |             | Variance to Prior Year- Monthly |                  |              |               |  |  |
|------------------------------|-----------------------------------|------------|-----------------|------------------|-------------|---------------------------------|------------------|--------------|---------------|--|--|
| Description                  | Actuals For Month<br>Ending 02/28 | Spend Plan | \$ Variance, Mo | nthly % Varian   | ce, Monthly | Prior Year                      | \$ Variance, Mor | nthly % Vari | ance, Monthly |  |  |
| Integrated Mobility Division | 12.51                             | 11.07      | 1.44            | 13%              |             | 8.65                            | 3.86             | 45%          |               |  |  |
| Ferry Capital                | 0.45                              | -          | 0.45            | na               |             | 0.02                            | 0.44             | 2863%        |               |  |  |
| Ferry Operations             | 2.59                              | 5.10       | (2.51)          | -49%             |             | 6.41                            | (3.82)           | -60%         |               |  |  |
| Railroad Program             | 4.59                              | 4.77       | (0.19)          | -4%              |             | 4.42                            | 0.17             | 4%           |               |  |  |
| Aviation                     | 18.03                             | 7.00       | 11.02           | 157%             |             | 76.48                           | (58.45)          | -76%         |               |  |  |
| otal Modal                   | 38.16                             | 27.94      | 10.22           | 36.6%            |             | 95.97                           | -57.81           | -60%         |               |  |  |

Modal Expenditures and Other Disbursements Actuals vs Forecast – FYTD (\$M)



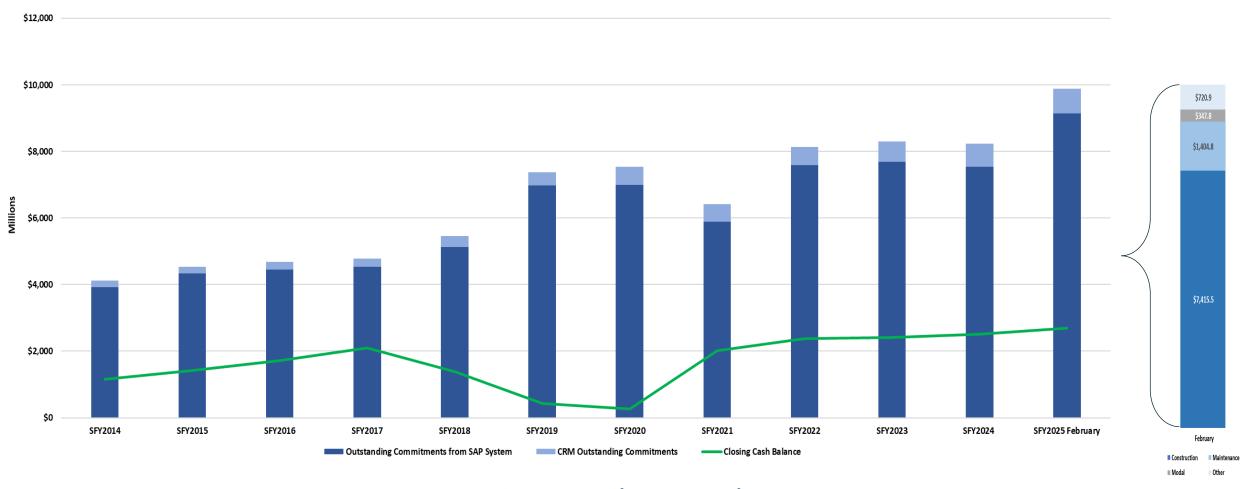
#### Commentary

- Modal expenditures are down YOY, decreasing by 30.0% from \$450.7M FYTD February 2024 to \$314.1M FYTD February 2025.
- FYTD Rail is under forecast largely due to federally-funded expenditures (\$10.3M).
- FYTD Aviation is above forecast largely due to increased disbursements of state grant funding of \$20.9M. This was offset by a \$3.9M underspend in federallyfunded expenditures.

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| Actuals                      |                        | V                        | ariance - Fiscal Year to | Date                     | Track Ag                               | ainst Full Year Spend Plan |            | Variance to Prior Year-FYTD |              |            |  |  |
|------------------------------|------------------------|--------------------------|--------------------------|--------------------------|--|----------------------------|------------|-----------------------------|--------------|------------|--|--|
| Description                  | Actuals As of 02/28    | Fiscal YTD<br>Spend Plan | \$ Variance, FYTI        | %<br>D Variance,<br>FYTD | Full Year<br>Spend Plan<br>(10/2/2024) | % of SFY 2025 Spend Plan   | Prior Year | \$ Variance, FY             | Γ <b>D</b> 9 | % Variance |  |  |
| Integrated Mobility Division | 120.87                 | 126.18                   | (5.32)                   | -4%                      | 167.51                                 | 72%                        | 104.84     | 16.02                       |              | 100%       |  |  |
| Ferry Capital                | 3.13                   | 1.08                     | 2.05                     | 190%                     | 1.08                                   | 290%                       | 0.68       | 2.45                        |              | 363%       |  |  |
| Ferry Operations             | 40.49                  | 42.51                    | (2.01)                   | -5%                      | 64.68                                  | 63%                        | 41.57      | (1.07)                      |              | -3%        |  |  |
| Railroad Program             | 27.27                  | 43.29                    | (16.03)                  | -37%                     | 145.06                                 | 19%                        | 35.59      | (8.32)                      |              | -23%       |  |  |
| Aviation                     | 122.32                 | 105.27                   | 17.05                    | 16%                      | 184.34                                 | 66%                        | 267.97     | (145.65)                    |              | -54%       |  |  |
| Total Modal                  | 314.07                 | 318.33                   | -4.26                    | -1%                      | 562.67                                 | 56%                        | 450.65     | -136.57                     |              | -30%       |  |  |
| NCDOT Board of               | Transportation Meeting | g Minutes                | -                        |                          |  | April 3, 2025              |            | •                           | 167          | 22         |  |  |

## NCDOT Outstanding Commitments & Closing Available Cash Balances by State Fiscal Year

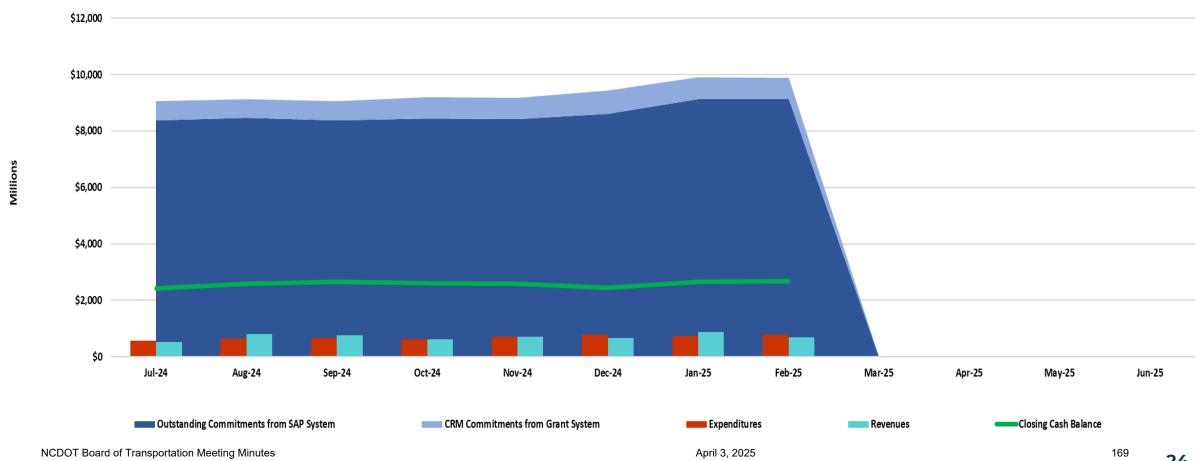


## Percentage of Outstanding Commitments by Year

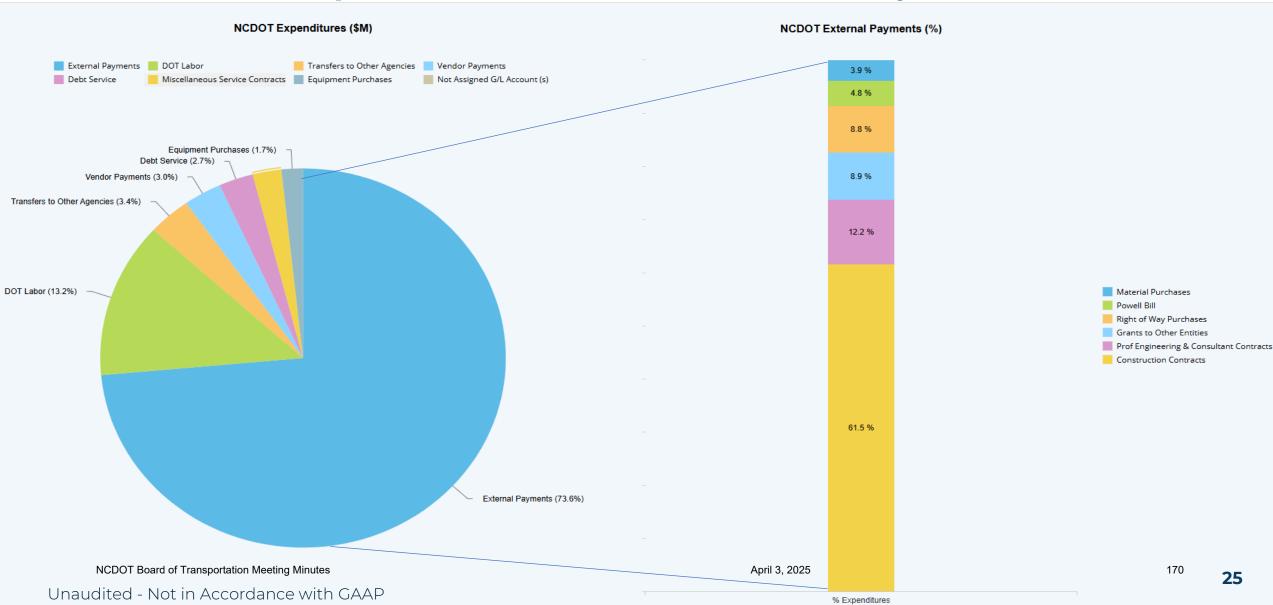
| Unassigned | SFY <= 2017 | SFY 2018 | SFY 2019 | SFY 2020 | SFY 2021 | SFY 2022 | SFY 2023 | SFY 2024 | SFY 2025 |
|------------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|
| -0.56%     | 1.27%       | 0.64%    | 2.52%    | 3.41%    | 1.92%    | 13.25%   | 13.54%   | 24.89%   | 39.11%   |

168

# NCDOT Outstanding Commitments & Closing Available Cash Balances by Month



# NCDOT Expenditures SFY2025 as of February 28, 2025



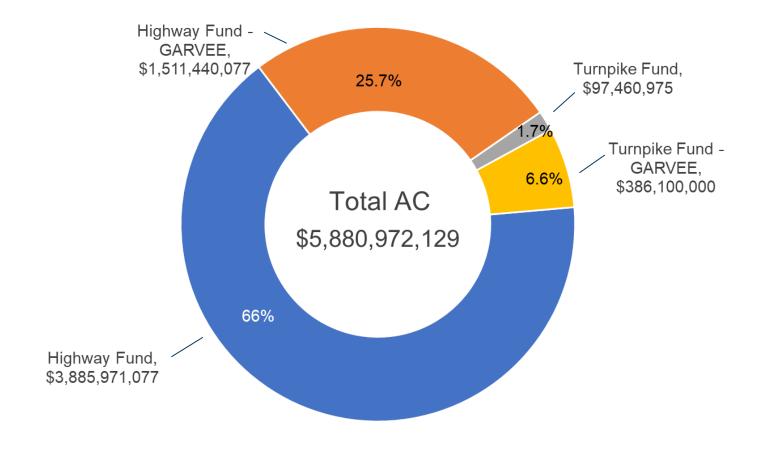
# **Advance Construction**

| Funding Source                                    | Unreimbursed<br>Expenditures as of<br>March 20, 2025 | Apportionment in FY 2025** | Within Prescribed<br>Limit? |
|---|--|----------------------------|-----------------------------|
| National Highway<br>Performance Program<br>(NHPP) | \$106,465,779  | \$671,418,389              | YES                         |
| Surface<br>Transportation Block<br>Grant (STBG)*  | \$98,637,904   | \$380,977,710              | YES                         |
| Highway Safety<br>Improvement Program<br>(HSIP)   | \$68,199,583   | \$82,071,658               | YES                         |

<sup>\*</sup> Includes bridge replacement balance

<sup>\*\*</sup> Allowable AC amount is annual FY 2025 Apportionment less Projected GARVEE Obligations

# **Advance Construction Balance as of February 2025**



# **Advance Construction**

| Funding Source                                    | AC Amount -<br>March 20, 2025 | Allowable AC amount FY 2025** | Within Prescribed Limit? |
|---|-------------------------------|-------------------------------|--------------------------|
| National Highway<br>Performance Program<br>(NHPP) | \$2,044,061,161               | \$2,685,673,556               | YES                      |
| Surface<br>Transportation Block<br>Grant (STBG)*  | \$993,231,400                 | \$1,523,910,840               | YES                      |
| Highway Safety<br>Improvement Program<br>(HSIP)   | \$176,776,106                 | \$328,286,632                 | YES                      |

<sup>\*</sup> Includes bridge replacement balance

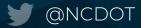
<sup>\*\*</sup> Allowable AC amount is 4 times FY 2025 Apportionment less Projected GARVEE Obligations

# **Contact Us**

Mark Newsome

mnewsome2@ncdot.gov







in NCDOT



► NCDOTcommunications





ncdotcom



ncdot\_comm

# Thank you!



# Hurricane Helene Recovery Financial Update and Proposed 2025 Spend Plan Amendment

**Financial Management Division** 

March 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

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| Proposed Changes to Spend Plan                        | 30 |
| Appendix: Detailed Spend Target Adjustments           | 33 |

# **Hurricane Helene Recovery Financial Summary**

#### Hurricane Helene Recovery Financial Summary as of March 31, 2025

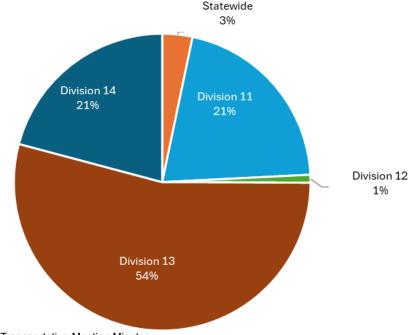
\$574m •

\$85m 0

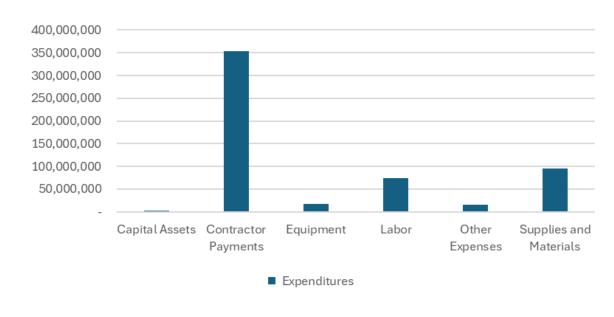
FHWA Receipts to Date \$45m =

Spend as % of Cost Estimate

#### **Expenditures by Division**



#### **Expenditures by Category**



April 3, 2025 179

## Updated Hurricane Helene Recovery Forecast

#### **Helene Recovery Model: Forecast – February 2025**

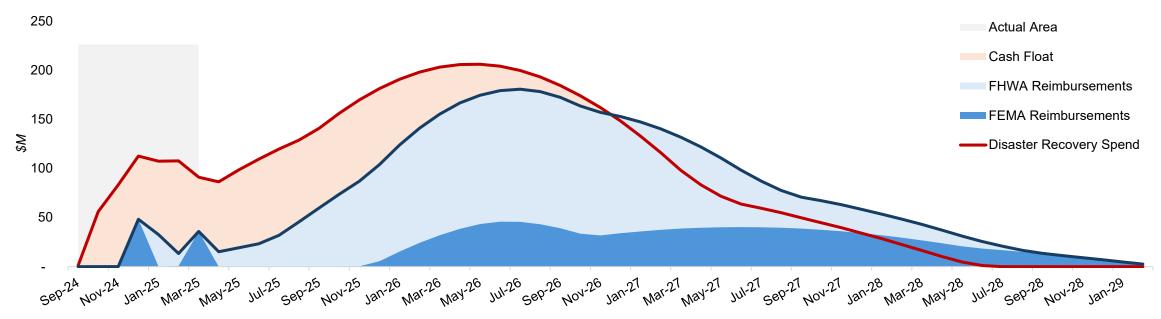
**Total Spend:** \$4,953m **Federal Share:** \$4,036m

**FHWA Share:** \$2,827m

FEMA Share: \$1,208m

**State Share:** \$917m

Max. Cash Float: \$1,490m Max. Monthly Spend: \$206m



1. March spend actuals are prorated based on data available through March 11, 2025, to estimate the full month

#### **Helene Recovery Model Assumptions**

|                                      | Fully<br>Reimburs. | I- <b>4</b> 0 | Toe &<br>Nolichucky | US 19W<br>North | NC 197<br>Pensacola | US 64 & 74<br>Chimney<br>Rock | US 19W<br>South | US 74A  | US 64<br>Henderson | Bride<br>Repls. <sup>2</sup> | Other<br>Projects | Total       |
|--------------------------------------|--------------------|---------------|---------------------|-----------------|---------------------|-------------------------------|-----------------|---------|--------------------|------------------------------|-------------------|-------------|
| Overall                              |                    |               |                     |                 |                     |                               |                 |         |                    |                              |                   |             |
| Start Date                           | Oct-24             | Apr-25        | Jul-25              | Jun-25          | Jul-25              | May-25                        | Jun-25          | Apr-25  | Apr-25             | Nov-24                       | Oct-24            |             |
| Total Spend (\$m)                    | 278                | 1,100         | 380                 | 350             | 321                 | 315                           | 218             | 141     | 41                 | 165                          | 1,492             | 4,800       |
| Cost Escalation Factor (%)           | 0.2%               | 0.2%          | 0.2%                | 0.2%            | 0.2%                | 0.2%                          | 0.2%            | 0.2%    | 0.2%               | 0.2%                         | 0.2%              | 153         |
| Spend Duration (mos.)                | 11 mos.            | 26 mos.       | 36 mos.             | 36 mos.         | 36 mos.             | 36 mos.                       | 36 mos.         | 30 mos. | 18 mos.            | 42 mos.                      | 30 mos.           |             |
|                                      |                    |               |                     |                 |                     |                               |                 |         |                    |                              |                   |             |
| FHWA                                 |                    |               |                     |                 |                     |                               |                 |         |                    |                              |                   |             |
| % of Total Spend                     | 16%                | 100%          | 10%                 | 70%             | 50%                 | 95%                           | 80%             | 99%     | 99%                | 72%                          | 72%               | <b>72</b> % |
| Reimbursement Rate (% )1             | 100%               | 90%           | 80%                 | 80%             | 80%                 | 80%                           | 80%             | 80%     | 80%                | 80%                          | 80%               |             |
| Ineligible Expenses (%) <sup>3</sup> | 0%                 | 2%            | 2%                  | 2%              | 2%                  | 2%                            | 2%              | 2%      | 2%                 | 2%                           | 10%               |             |
| Adj. Reimbursement Rate (%)          | 100%               | 88%           | 78%                 | 78%             | 78%                 | 78%                           | 78%             | 78%     | 78%                | 78%                          | 72%               |             |
| Reimbursement Delay (mos.)           | 9 mos.             | 3 mos.        | 3 mos.              | 3 mos.          | 3 mos.              | 3 mos.                        | 3 mos.          | 3 mos.  | 3 mos.             | 3 mos.                       | 3 mos.            |             |
|                                      |                    |               |                     |                 |                     |                               |                 |         | •                  |                              |                   |             |
| FEMA                                 |                    |               |                     |                 |                     |                               |                 |         |                    |                              |                   |             |
| % of Total Spend                     | 84%                | 0%            | 90%                 | 30%             | 50%                 | 5%                            | 20%             | 1%      | 1%                 | 28%                          | 28%               | 28%         |
| Reimbursement Rate (% )1             | 100%               | 90%           | 90%                 | 90%             | 90%                 | 90%                           | 90%             | 90%     | 90%                | 90%                          | 90%               |             |
| Ineligible Expenses (%) <sup>4</sup> | 5%                 | 5%            | 5%                  | 5%              | 5%                  | 5%                            | 5%              | 5%      | 5%                 | 5%                           | 10%               |             |
| Adj. Reimbursement Rate (%)          | 95%                | 86%           | 86%                 | 86%             | 86%                 | 86%                           | 86%             | 86%     | 86%                | 86%                          | 81%               |             |
| Reimbursement Delay (mos.)           | 14 mos.            | 9 mos.        | 9 mos.              | 9 mos.          | 9 mos.              | 9 mos.                        | 9 mos.          | 9 mos.  | 9 mos.             | 9 mos.                       | 14 mos.           |             |

<sup>1.</sup> Reimbursement assumptions incorporate both the state's share of costs and administrative omissions, instead of treating them as separate considerations

<sup>2.</sup> Represents bridge replacements outside of major projects

<sup>3.</sup> A po**nceport Brainsportation Meeting Minuted** completion is outside of the scope of FHWA or FEMA reimbursements. NCDOT **Apring leggs**out of scope work as necessary and reasonable 4. FEMA does not reimburse i. standard rates (<40 hours per week), ii. work commenced in non-Stafford Act declared counties and iii. certain types of work

#### **Helene Recovery Model: Forecast – February 2025 Continued**

The state is forecast to cover \$917m (19%) of the estimated recovery costs

|                              | SFY25 | SFY26 | SFY27 | SFY28 | SFY29 | Total               |
|------------------------------|-------|-------|-------|-------|-------|---------------------|
| Federal Share                | 188   | 1,343 | 1,755 | 663   | 87    | <b>4,036</b><br>81% |
| State Net Spend <sup>1</sup> | 666   | 762   | (128) | (297) | (87)  | 917<br>19%          |
| Total Recovery<br>Spend      | 854   | 2,105 | 1,627 | 366   | -     | 4,953               |
|                              |       |       |       |       |       |                     |
| Max.<br>Cash Float           | 666   | 1,428 | 1,490 | 1,273 | 983   | 1,490               |
| Max. Monthly<br>Spend        | 113   | 206   | 200   | 60    | 0     | 206                 |

<sup>1.</sup> Negative figures represent net cash inflows.

#### Helene Recovery Model: Forecast Feb-2025 Federal and State Shares

FHWA and FEMA are forecast to cover ~\$4b (81%) of estimated recovery costs; \$130m have been reimbursed to date

|                              | SFY25 | SFY26 | SFY27 | SFY28 | SFY29    | Total               |
|------------------------------|-------|-------|-------|-------|----------|---------------------|
| Recovery Spend               |       |       |       |       |          |                     |
| FHWA Reimbursements          | 103   | 1,137 | 1,295 | 286   | 6        | 2,827               |
| FEMA Reimbursements          | 85    | 206   | 460   | 377   | 81       | 1,208               |
| Federal Share                | 188   | 1,343 | 1,755 | 663   | 87       | <b>4,036</b><br>81% |
| State Net Spend <sup>1</sup> | 666   | 792   | (128) | (297) | (87)     | 917<br>19%          |
| Total Recovery Spend         | 854   | 2,105 | 1,627 | 366   | <u>-</u> | 4,953               |
|                              |       |       |       |       |          |                     |
| State Net Spend              |       |       |       |       |          |                     |
| FHWA                         | 231   | 590   | (37)  | (62)  | (6)      | 716                 |
| FEMA                         | 435   | 173   | (91)  | (235) | (81)     | 201                 |
| Total State Net Spend        | 666   | 762   | (128) | (297) | (87)     | 917                 |
| % of Total Spend             | 78%   | 36%   | (8)%  | (81)% | N/A      | 19%                 |

<sup>1.</sup> Negative figures represent net cash inflows.

#### The State Share of \$917m is approximately equivalent to...



Without new appropriations for the \$917m State Share, program cuts will be necessary

# Combining the Helene Recovery Forecast and Spend Plan

#### What is the Spend Plan?

Per NCGS 143C-6-11.1, the Spend Plan is:

"... a **comprehensive cash-spending plan**...based on the appropriations of the General Assembly, to spend money from any source, including federal funds and bond proceeds, **for** programs, functions, activities or objects, **by** the Department."

- ▶ The Spend Plan is a **rolling two-year forecast** that captures **expected cash inflows** from all sources and appropriations across multiple budget years.
- ▶ It **focuses on cash outflows**, detailing how NCDOT plans to allocate funds to build and maintain North Carolina's transportation infrastructure.
- ▶ It is NOT a budget-to-actual income statement but rather a tool to forecast expected expenditures and other cash outflows and to manage/monitor cash levels.

NCDOT Board of Transportation Meeting Minutes April 3, 2025

#### Why do we have the Spend Plan?

It ensures informed financial decision-making through stronger oversight, transparency, and coordination

#### Session Law 2020-91

- ► Oversight: Board of Transportation's duties include Spend Plan approval
- ► Transparency: Monthly financial reporting enhances visibility and operational insight
- ➤ Coordination: Requires agencywide inputs for key operations, ensuring alignment and collaboration

#### Benefits

- ➤ Stronger oversight and reporting create **safeguards** for responsible Spend Plan development
- ► The Spend Plan provides a comprehensive, forward-looking view of cash inflows and outflows, supporting informed financial decision-making

#### **Helene Implications**

- ► In response to Hurricane Helene, the Spend Plan process was adapted to incorporate recovery activities and support long-term stability
- Unlike previous plans, this Spend
   Plan incorporates the Combined
   Cash Model, addressing both
   typical expenditures and Helene
   recovery needs

NCDOT Board of Transportation Meeting Minutes

#### **Combined Model Structure**

high-level assumptions

existing operations

Hurricane Helene requires a new approach to the Cash Model due to unprecedented disaster recovery spend

#### **New Spend Plan Structure Cash Model Helene Recovery Model** Top-down/Bottom-up analysis Bottom-up analysis Helene-specific model Previously, the sole basis of designed to react quickly as Spend Plan new data becomes available **Spend Plan** Integrates Cash and Helene Recovery Models and applies

· Captures the indirect impact of recovery efforts on

- Prior Spend Plans used the Cash Model, effective for routine expenditures, but additional analysis required for Hurricane Helene's impact
- The Helene Recovery Model isolates Hurricane Helene's impact and integrates with the Cash Model to form the proposed Spend Plan

#### **Considerations for Combined Model Development**

#### **Ordinary Operations**

- YTD spend levels and trends
- Revised spend targets
- % expenditure reduction
- Displaced or deferred projects due to Helene recovery
- Maximum spend limits
- Inflation

#### **Hurricane Helene Considerations**

- Project costs
- Project start dates
- Project durations and timelines
- Federal reimbursement rates (FHWA & FEMA)
- State funding contribution
- Funding sources and allocation
- Inflation

The Combined Model reflects **NCDOT's best estimates** and will be **continuously updated** as new data emerges

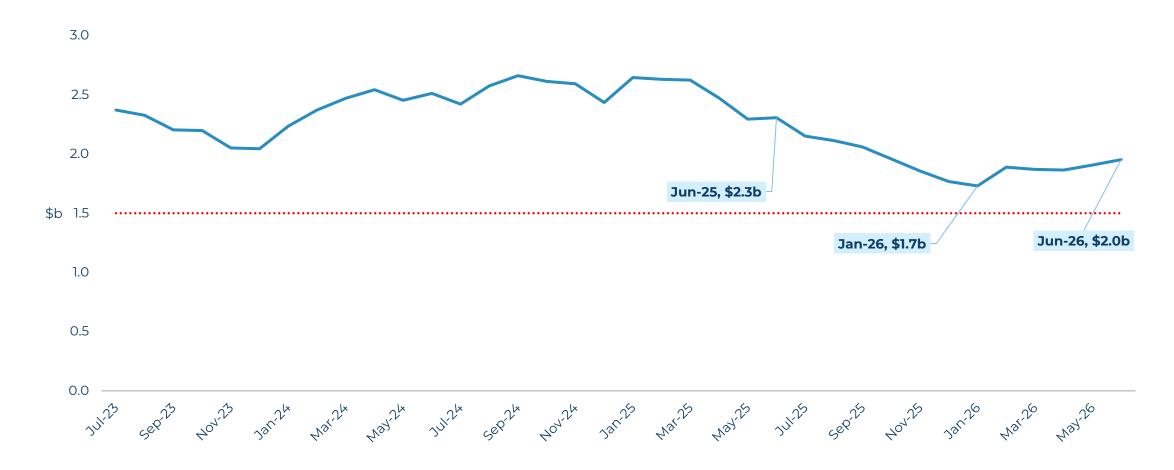
### **Base Case:** Cash Impact of the Combined Model

#### **Base Case: Assumptions & Impact**

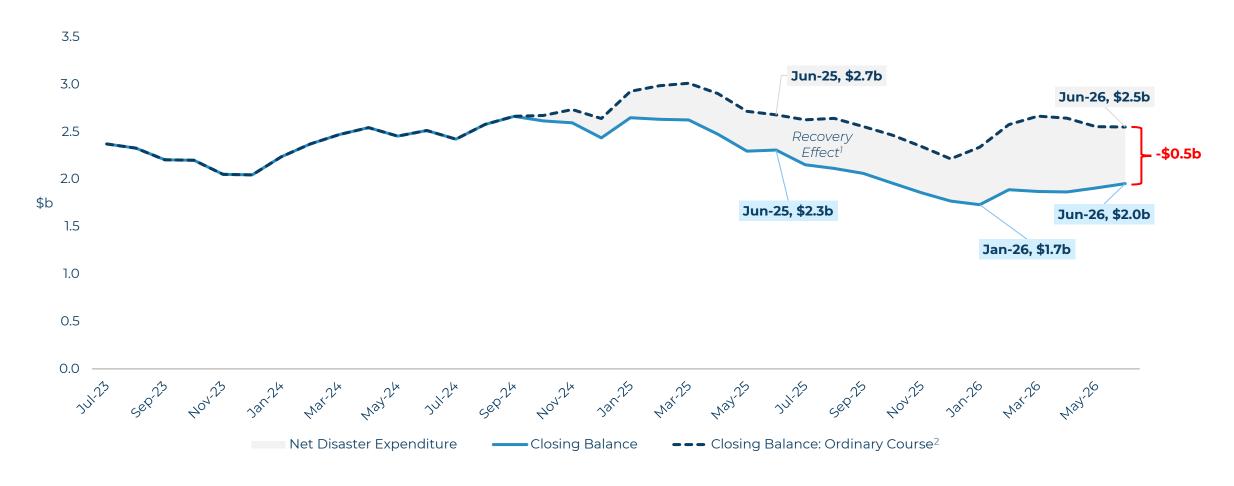
| Category                             | Assumption or Impact | Description   |
|--------------------------------------|----------------------|---|
| Spend<br>Assumptions                 | Assumption           | <ul> <li>Reduces spend by 7% for select items based on historical underspend</li> <li>Applies a 5% reduction to current programs for recovery activity</li> <li>Caps monthly spend at \$850m</li> </ul> |
| Hurricane<br>Helene Impact           | Assumption           | <ul> <li>Includes ~\$5b in recovery costs from the Helene Recovery Model</li> <li>Actuals through early March, 2025</li> </ul>  |
| Emergency<br>Reserve & Other Inflows | Assumption           | <ul> <li>Incorporates a \$125m inflow from the Emergency Reserve in June 2025</li> <li>No new inflows from appropriations, revenues, or borrowing</li> </ul>  |
| Total Available<br>Cash              | Impact               | <ul> <li>Falls near \$1.7b during January 2026</li> <li>Falls near \$2b on June 30, 2026</li> </ul>   |
| Highway Fund<br>Cash                 | Impact               | <ul> <li>Falls below \$900m during October 2025</li> <li>Hovers around \$700m from December 2025 to June 2026</li> </ul>  |

<sup>1.</sup> See Helene Recovery Model assumptions slide for more detailed breakdown

#### **Base Case: Total Available Cash**



#### **Base Case: Total Available Cash**



<sup>1.</sup> Recovery effect includes net recovery expenditure forecast and indirect effect to current operations (i.e. max spend assumptions, % expenditure reduction and cannibalization)
2. Ord NGP CoBreet of Transportation Meeting Winter and actual recovery expenditures and reimbursements to date

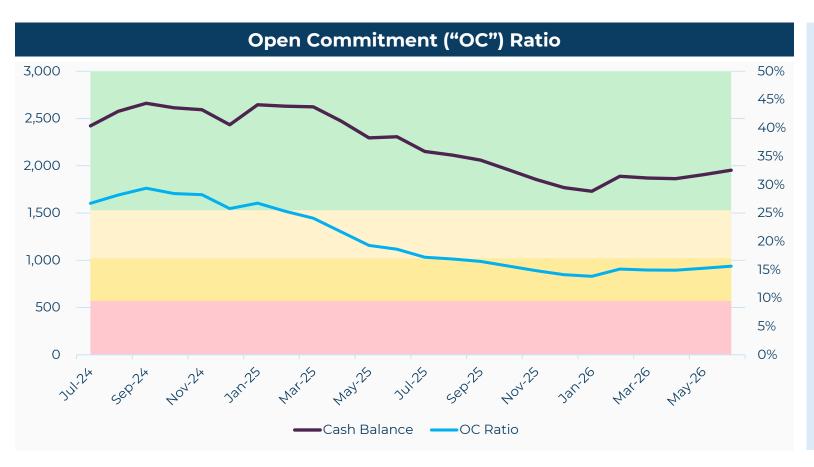
April 3, 2025

#### **Base Case: Highway Fund Cash Balance**



#### **Cash as % of Open Commitments**

In the Base Case, cash as a % of open commitments falls out of the green range in March 2025



- Commitments estimated at \$9.9b based on January 31, 2025 data
- Expected to rise by \$500m monthly, reaching \$12.5b by July 2025
- Enters yellow range in March 2025 and dark yellow range in August 2025
- Thresholds:
  - **Green Range:** 26% 33%
  - Yellow Range: 18% 25%
  - Dark Yellow Range: 10% 17%
  - **Red Range:** <10%

#### Monthly Ending Cash as a % of Commitments Table

#### **Monthly Ending Cash as a % of Commitments** Monthly Cash Balance (\$ in Millions) 100 350 600 850 1.100 1,350 1,600 1,850 2,100 2,350 2,600 2,850 3,100 3,350 3,600 9% 23% 34% 7,000 1% 5% 12% 16% 19% 26% 30% 37% 41% 44% 48% 51% 7,400 3% 5% 8% 11% 15% 18% 22% 25% 28% 32% 35% 39% 42% 45% 49% 3% 8% 30% 37% 43% 7,800 4% 11% 14% 17% 21% 24% 27% 33% 40% 46% 2% 7% 32% 8,200 4% 10% 13% 16% 20% 23% 26% 29% 35% 38% 41% 44% 8,600 2% 4% 7% 10% 13% 16% 19% 22% 24% 27% 30% 33% 36% 39% 42% 2% 4% 7% 23% 26% 32% 37% 9,000 9% 12% 15% 18% 21% 29% 34% 40% Program 9,400 2% 4% 6% 9% 12% 14% 17% 20% 22% 25% 30% 33% 36% 38% Adjustments 9,800 2% 4% 6% 9% 11% 14% 16% 19% 21% 24% 27% 29% 32% 34% 37% • Increase Lettings 2% 23% 35% 10,200 3% 6% 8% 11% 13% 16% 18% 21% 25% 28% 30% 33% · Increase Pre-10,600 2% 3% 6% 8% 10% 13% 15% 17% 20% 22% 25% 27% 29% 32% 34% Construction Work 11,000 3% 5% 8% 10% 12% 15% 17% 19% 21% 24% 26% 28% 30% 33% 2% 5% 16% 18% 21% 23% 25% 27% 29% 32% 11,400 3% 7% 10% 12% 14% 11,800 2% 3% 5% 7% 9% 11% 14% 16% 18% 20% 22% 24% 26% 28% 31% 12,200 2% 3% 5% 7% 9% 11% 13% 15% 17% 19% 21% 23% 25% 27% 30% 12,600 2% 3% 5% 7% 9% 11% 13% 15% 17% 19% 21% 23% 25% 27% 29% 2% 14% 20% 13,000 3% 5% 7% 8% 10% 12% 16% 18% 22% 24% 26% 28% **Potential Program Adjustments Potential Program Adjustments Potential Program Adjustments Potential Program Adjustments** Reduce Administrative Spend Reduce Mowing Expenses • No Program Adjustments Stop Maintenance Activities Reduce Pre-Construction Work Reduce Travel Needed Stop Construction Lettings Delay Maintenance Contracts

- Stop Non-Essential Purchase Order Activity
- Reduction in Workforce

#### **Additional Key Parties Notified**

- All notifications in vellow/ light vellow sections

#### • Joint Legislative Transportation Oversight

#### Management, Department of State Treasurer

• No Overtime/No Temporary Staff

**Additional Key Parties Notified** 

• All notifications in light vellow section as

· Delay Right of Way Purchases

- Reduce Overtime Work
- Reduce Equipment Rental

#### **Key Parties Notified**

- Secretary
- · Chairman of the BOT
- · BOT Finance Chairman and Co-

| Key                                 |
|-------------------------------------|
| <10% OC 18% – 25% OC > 33% OC       |
| 10% – 17% OC 26% – 33% OC June 2026 |

· Office of State Budget and

lairman pril 3 2025 Tancial Planning Committee.

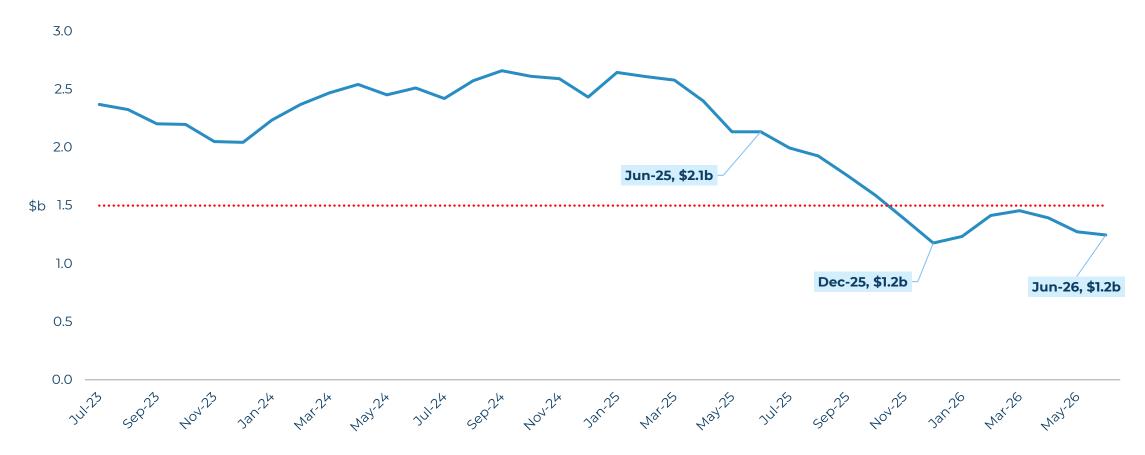
### Downside Case: Cash Impact

This section is for illustration only and depicts a "worst-case" scenario. Firm controls prevent this outcome.

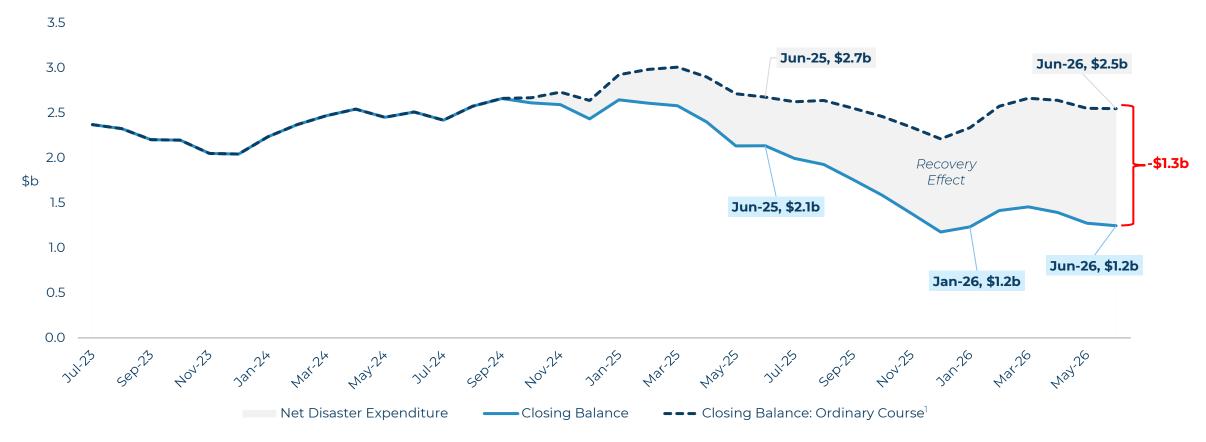
#### **Downside Case: Assumptions & Impact**

| Category                             | Assumption or<br>Impact | Description  |
|--------------------------------------|-------------------------|--|
| Spend<br>Assumptions                 | Assumption              | <ul> <li>Current spend plan targets with no adjustments</li> <li>Full delivery with no delays</li> </ul>   |
| Hurricane<br>Helene Impact           | Assumption              | <ul> <li>Includes ~\$5b in recovery costs from the Helene Recovery Model</li> <li>Actuals through early March 2025</li> </ul>                                |
| Emergency<br>Reserve & Other Inflows | Assumption              | <ul> <li>Incorporates a \$125m inflow from the Emergency Reserve in June 2025</li> <li>No new inflows from appropriations, revenues, or borrowing</li> </ul> |
| Total Available<br>Cash              | Impact                  | • Declines to \$1.2b by December 31, 2025  |
| Highway Fund<br>Cash                 | Impact                  | <ul> <li>Drops below \$900m in September 2025</li> <li>Falls below \$500m in November 2025</li> <li>Approaches zero by June 30, 2026</li> </ul>              |

#### **Downside Case: Total Available Cash**

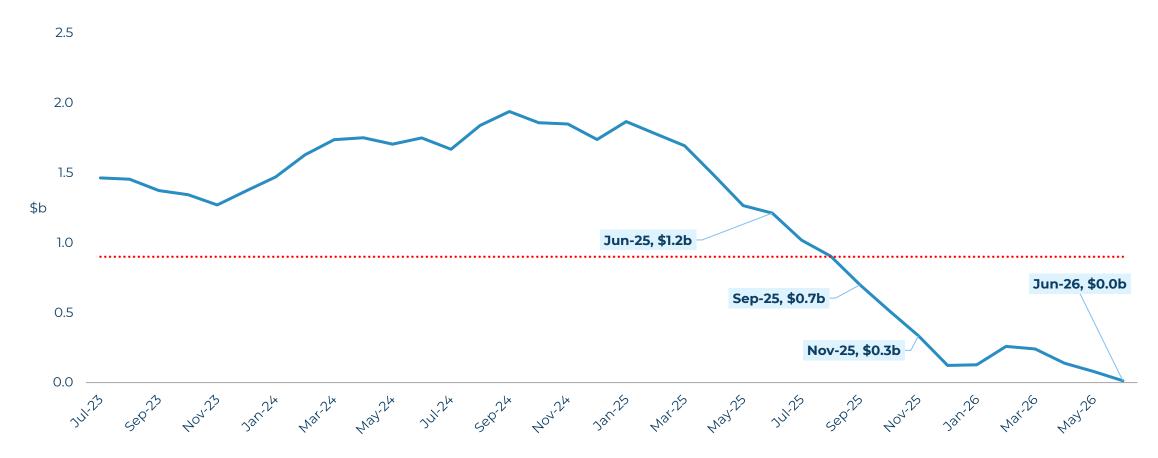


#### **Downside Case: Total Available Cash**

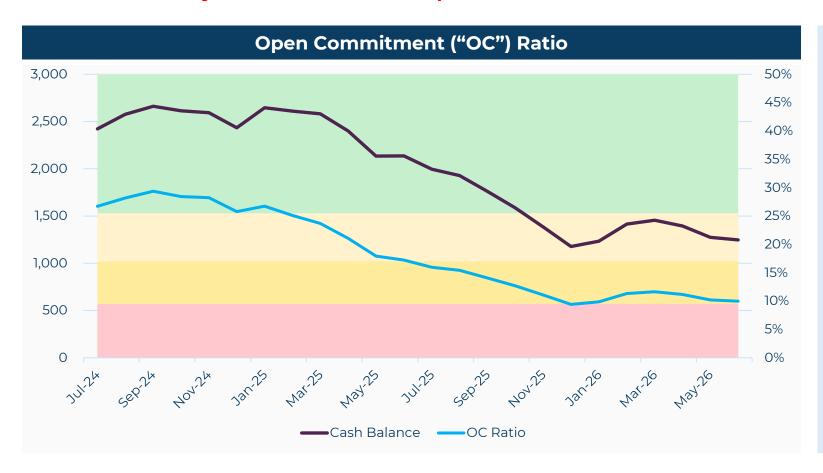


<sup>1.</sup> Ordinary course cash excludes all disaster impact and actual recovery expenditures and reimbursements to date

#### **Downside Case: Highway Fund Cash Balance**



#### **Cash as a % of Open Commitments**



- Commitments estimated at \$9.9b based on January 31, 2025 data
- Expected to rise by \$500m monthly, reaching \$12.5b by July 2025
- Enters yellow range in March 2025, dark yellow range in July 2025 and red range in December 2025
- Thresholds:
  - **Green Range:** 26% 33%
  - Yellow Range: 18% 25%
  - Dark Yellow Range: 10% 17%
  - **Red Range:** <10%

#### **Monthly Ending Cash as a % of Commitments Table**

For illustration only. Firm controls exist to prevent this outcome.

#### Monthly Ending Cash as a % of Commitments

|        |     |     |     |      |       | Мо    | nthly Cash | Balance (\$ | in Millions) |       |       |       |       |       |       | _            |
|--------|-----|-----|-----|------|-------|-------|------------|-------------|--------------|-------|-------|-------|-------|-------|-------|--------------|
|        | 100 | 350 | 600 | 850  | 1,100 | 1,350 | 1,600      | 1,850       | 2,100        | 2,350 | 2,600 | 2,850 | 3,100 | 3,350 | 3,600 |              |
| 7,000  | 1%  | 5%  | 9%  | 12%  | 16%   | 19%   | 23%        | 26%         | 30%          | 34%   | 37%   | 41%   | 44%   | 48%   | 51%   |              |
| 7,400  | 3%  | 5%  | 8%  | 11%  | 15%   | 18%   | 22%        | 25%         | 28%          | 32%   | 35%   | 39%   | 42%   | 45%   | 49%   |              |
| 7,800  | 3%  | 4%  | 8%  | 11%  | 14%   | 17%   | 21%        | 24%         | 27%          | 30%   | 33%   | 37%   | 40%   | 43%   | 46%   |              |
| 8,200  | 2%  | 4%  | 7%  | 10%  | 13%   | 16%   | 20%        | 23%         | 26%          | 29%   | 32%   | 35%   | 38%   | 41%   | 44%   |              |
| 8,600  | 2%  | 4%  | 7%  | 10%  | 13%   | 16%   | 19%        | 22%         | 24%          | 27%   | 30%   | 33%   | 36%   | 39%   | 42%   |              |
| 9,000  | 2%  | 4%  | 7%  | 9%   | 12%   | 15%   | 18%        | 21%         | 23%          | 26%   | 29%   | 32%   | 34%   | 37%   | 40%   | Pro          |
| 9,400  | 2%  | 4%  | 6%  | 9%   | 12%   | 14%   | 17%        | 20%         | 22%          | 25%   | 28%   | 30%   | 33%   | 36%   | 38%   | <u>Adjus</u> |
| 9,800  | 2%  | 4%  | 6%  | 9%   | 11%   | 14%   | 16%        | 19%         | 21%          | 24%   | 27%   | 29%   | 32%   | 34%   | 37%   | - Increase   |
| 10,200 | 2%  | 3%  | 6%  | 8%   | 11%   | 13%   | 16%        | 18%         | 21%          | 23%   | 25%   | 28%   | 30%   | 33%   | 35%   | • Increase   |
| 10,600 | 2%  | 3%  | 6%  | 8%   | 10%   | 13%   | 15%        | 17%         | 20%          | 22%   | 25%   | 27%   | 29%   | 32%   | 34%   | Constru      |
| 11,000 | 2%  | 3%  | 5%  | 8%   | 10%   | 12%   | 15%        | 17%         | 19%          | 21%   | 24%   | 26%   | 28%   | 30%   | 33%   |              |
| 11,400 | 2%  | 3%  | 5%  | 7%   | 10%   | 12%   | 14%        | 16%         | 18%          | 21%   | 23%   | 25%   | 27%   | 29%   | 32%   |              |
| 11,800 | 2%  | 3%  | 5%  | 7%   | 9%    | 11%   | 14%        | 16%         | 18%          | 20%   | 22%   | 24%   | 26%   | 28%   | 31%   |              |
| 12,200 | 2%  | 3%  | 5%  | 7% _ | 9%    | 11%   | 13%        | 15%         | 17%          | 19%   | 21%   | 23%   | 25%   | 27%   | 30%   |              |
| 12,600 | 2%  | 3%  | 5%  | 7%   | 9%    | 11%   | 13%        | 15%         | 17%          | 19%   | 21%   | 23%   | 25%   | 27%   | 29%   |              |
| 13,000 | 2%  | 3%  | 5%  | 7%   | 8%    | 10%   | 12%        | 14%         | 16%          | 18%   | 20%   | 22%   | 24%   | 26%   | 28%   |              |
| •      |     |     | Υ   |      |       |       | γ          |             |              |       | γ     |       |       | γ     |       |              |

#### **Potential Program Adjustments**

- Stop Maintenance Activities
- Stop Construction Lettings
- Stop Non-Essential Purchase Order Activity
- Reduction in Workforce

#### **Additional Key Parties Notified**

- All notifications in yellow/ light yellow sections as well as:
- Joint Legislative Transportation Oversight Committee

#### **Potential Program Adjustments**

- Reduce Administrative Spend
- Reduce Pre-Construction Work
- Delay Maintenance Contracts
- No Overtime/No Temporary Staff
- Delay Right of Way Purchases

#### **Additional Key Parties Notified**

- All notifications in light yellow section as well as;
- Office of State Budget and Management,
- Department of State Treasurer

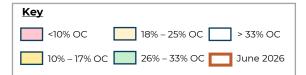
#### Potential Program Adjustments

- Reduce Mowing Expenses
- Reduce Travel
- Reduce Overtime Work
- Reduce Equipment Rental

#### **Key Parties Notified**

- Secretary
- · Chairman of the BOT
- BOT Finance Chairman and Co-Chairman
- Financial Danning Committee.

### No Program Adjustments Needed



NCDOT Board of Transportation Meeting Minutes

## Proposed Changes to Spend Plan

#### **Proposed Spend Plan Amendment 2 for SFY 2025**

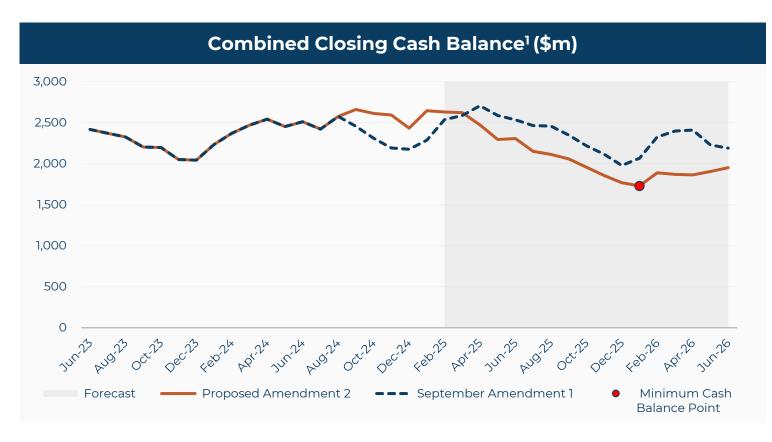
Hurricane Helene's impact drives a lower closing cash balance

#### **Comparison – SFY25 September Amendment vs Proposed Amendment 2**

|                            | September<br>Amendment 1 | Proposed Amendment 2 | \$ Var |
|----------------------------|--------------------------|----------------------|--------|
| OPENING CASH BALANCE       | 2,512                    | 2,512                | -      |
| REVENUES & OTHER RECEIPTS  | 8,172                    | 8,229                | 57     |
| EXPENDITURES               | (8,150)                  | (8,605)              | (456)  |
| COMBINED MODEL ASSUMPTIONS | -                        | 171                  | 171    |
| NET CHANGE IN CASH         | 23                       | (206)                | (228)  |
| CLOSING CASH BALANCE       | 2,535                    | 2,307                | (228)  |

- ➤ Revenues and Other Receipts: Projected to increase by \$57m
- ▶ Expenditures: Projected to increase by \$456m mainly due to Helene recovery spend
- ➤ Closing Cash Balance: Expected to decrease by \$228m mainly due to Helene recovery spend

#### **Proposed Spend Plan Amendment 2: Closing Cash Balance**



#### **Overall Combined Cash**

- ► Jan-25 Closing Cash Balance: \$2.647m
- ► Lowest Cash Balance Forecast in proposed Spend Plan Amendment: \$1,731m in January 2026
- ➤ Proposed Amendment combines ordinary course spend plan with revised targets and Hurricane Helene recovery forecast

**32** 

<sup>1.</sup> Balance includes Highway Fund, Trust Fund, and Ferry Capital balances

## Appendix: Detailed Spend Target Adjustments

#### **Proposed Revenues and Other Receipts for SFY 2025**

Total proposed revenues and other receipts are \$8,229m for the Proposed Spend Plan for SFY 2025

#### Proposed Spend Plan on Forecasted Revenues (\$m)

|  | September<br>Amendment 1 | Proposed<br>Amendment 2 | \$ Var |
|--|--------------------------|-------------------------|--------|
| REVENUES                                 |                          |                         |        |
| State Revenues                           | 5,032                    | 5,055                   | 24     |
| Non-Helene Federal Aid                   | 1,552                    | 1,503                   | (49)   |
| Federal Aid - Helene FHWA Reimb.         | -                        | 103                     | 103    |
| Federal Aid - Helene FEMA Reimb.         | -                        | 85                      | 85     |
| Federal Aid - USDOT Discretionary Grants | 143                      | 57                      | (86)   |
| Turnpike Federal Aid                     | 0                        | 60                      | 60     |
| Sales Tax                                | 711                      | 654                     | (56)   |
| Other Receipts                           | 404                      | 606                     | 202    |
| GARVEE Reimbursement                     | 124                      | 27                      | (97)   |
| BUILDNC Reimbursement                    | 207                      | 78                      | (129)  |
| TOTAL REVENUES & OTHER RECEIPTS          | 8,172                    | 8,229                   | 57     |

- ► Incorporates consensus revenue Forecast released February 14, 2025
- ► Federal aid non-Helene: Offset by the amount received for Turnpike projects, which is presented separately
- ► **USDOT Discretionary Grants**: Timing variance due to Alligator River construction delay
- ➤ Other Receipts: Includes Emergency Reserve Fund transfer, Economic Development, FAA, Railroad, and Transit funding
- ► **GARVEE**: Switch from financing I-2513B to Turnpike 540-Phase 2
- ▶ BuildNC: Delay in sale to May '25

#### **Proposed Construction Expenditures for SFY 2025**

Total proposed construction expenditures are \$4,175m for the Proposed Spend Plan for SFY 2025

#### **Proposed Spend Plan on Forecasted Construction Expenditures (\$m)**

|                                  | September<br>Amendment 1 | Proposed Amendment 2 | \$ Var |
|----------------------------------|--------------------------|----------------------|--------|
| CONSTRUCTION EXPENDITURES        |                          |                      |        |
| Garvee Expenditures              | (217)                    | (274)                | (57)   |
| Garvee Debt Service              | (118)                    | (118)                | -      |
| BuildNC Expenditures             | (429)                    | (379)                | 51     |
| BuildNC Debt Service             | (140)                    | (121)                | 19     |
| STIP Preconstruction             | (1,042)                  | (1,051)              | (9)    |
| STIP Construction & Holdouts     | (1,888)                  | (1,657)              | 231    |
| Disaster - Helene FHWA           | -                        | (334)                | (334)  |
| TIP - USDOT Discretionary Grants | (213)                    | (191)                | 22     |
| Turnpike Authority               | (53)                     | (49)                 | 4      |
| TOTAL CONSTRUCTION EXPENDITURES  | (4,101)                  | (4,175)              | (75)   |

- ► GARVEE: Increase due to including Turnpike 540-Phase 2
- ▶ BuildNC: Decreases driven by project and debt issuance delay
- ▶ STIP Construction & Holdouts: Decreased SAS forecast and lower than forecast actuals to date
- ▶ Disaster Helene FHWA: Reflects actual and forecast FHWA spend for the Hurricane Helene recovery
- ▶ TIP USDOT Discretionary Grants: Alligator River (HB-0001) delay

#### **Proposed Maintenance Expenditures for SFY 2025**

Total proposed maintenance expenditures are \$3,033m for the Proposed Spend Plan for SFY 2025

#### Proposed Spend Plan on Forecasted Maintenance Expenditures (\$m)

|                                      | September Amendment 1 | Proposed Amendment 2 | \$ Var          |
|--------------------------------------|-----------------------|----------------------|-----------------|
| MAINTENANCE EXPENDITURES             |                       |                      |                 |
| Other Con - Secondary Roads          | (16)                  | (16)                 | -               |
| Other Con - Spot Safety Improvements | (15)                  | (15)                 | -               |
| Other Con - Contingency              | (46)                  | (46)                 | -               |
| Other Con - Mobility/Modernization   | (40)                  | (40)                 | -               |
| Other Con - Economic Development     | (92)                  | (92)                 | -               |
| General Maintenance Reserve          | (1,007)               | (1,007)              | (O)             |
| Contract Resurfacing                 | (630)                 | (570)                | 60              |
| Roadside Environmental               | (119)                 | (119)                | -               |
| Pavement Preservation                | (84)                  | (84)                 | -               |
| Bridge Program                       | (358)                 | (340)                | 18              |
| Bridge Preservation                  | (85)                  | (85)                 | -               |
| Emergency GMR                        | (94)                  | (94)                 | -               |
| Disaster Funding - Helene FEMA       | -                     | (519)                | (519)           |
| Disaster Funding - Non-Helene FEMA   | (67)                  | (5)                  | 62              |
| TOTALOMAINTENANGEMENDITURES          | (2,654)               | (3,033)              | <b>(Ap)</b> 202 |

- ▶ Bridge Program: Forecast expected to decrease by \$18m, driven by actual trends to date
- ► Contract Resurfacing: Forecast to decrease by \$60m, driven by actual trends to date
- ▶ Disaster Funding Helene FEMA: Reflects actual and forecast FEMA spend for Hurricane Helene recovery

## Proposed Other Modes Expenditures for SFY 2025 Total proposed other modes expenditures are \$516m for the Proposed Spend Plan for SFY 2025

| Proposed Spend Plan on Other Modes Expenditures (\$m) |                          |                      |        |  |  |  |  |  |
|---|--------------------------|----------------------|--------|--|--|--|--|--|
|   | September<br>Amendment 1 | Proposed Amendment 2 | \$ Var |  |  |  |  |  |
| OTHER MODES   |                          |                      |        |  |  |  |  |  |
| Integrated Mobility Division                          | (168)                    | (175)                | (8)    |  |  |  |  |  |
| Ferry Capital   | (1)                      | (7)                  | (6)    |  |  |  |  |  |
| Ferry Division  | (65)                     | (68)                 | (3)    |  |  |  |  |  |
| Rail Division   | (145)                    | (57)                 | 88     |  |  |  |  |  |
| Aviation Division                                     | (184)                    | (209)                | (24)   |  |  |  |  |  |
| TOTAL OTHER MODES EXPENDITURES                        | (563)                    | (516)                | 47     |  |  |  |  |  |

| SFY25 Detail   |  |  |  |
|--|--|--|--|
|  |  |  |  |
| ▶ Rail Division: Decrease is due to expected delay in S-Line project |  |  |  |
| ► Aviation Division: Variance driven by timing of grant programs     |  |  |  |

## Proposed Other Expenditures for SFY 2025 Total proposed other expenditures are \$740m for the Proposed Spend Plan for SFY 2025

| Proposed Spend Plan on Other Expenditures (\$m) |                       |                      |        |  |
|---|-----------------------|----------------------|--------|--|
|   | September Amendment 1 | Proposed Amendment 2 | \$ Var |  |
| OTHER EXPENDITURES                              |                       |                      |        |  |
| Administration                                  | (422)                 | (405)                | 17     |  |
| Transfers to Other State Agencies               | (56)                  | (58)                 | (2)    |  |
| Transfers to GF/NCTA - GAP Funds                | (49)                  | (49)                 | -      |  |
| State Aid to Municipalities                     | (186)                 | (186)                | (O)    |  |
| Debt Service                                    | -                     | -                    | -      |  |
| Other Programs                                  | (42)                  | (43)                 | (O)    |  |
| TOTAL OTHER EXPENDITURES                        | (755)                 | (740)                | 14     |  |

SFY25 Detail ▶ Changes primarily due to timing and actuals to date

#### **Contact Us**

Mark Newsome

mnewsome2@ncdot.gov



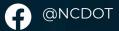




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# 2025-2027 Consensus Revenue Forecast for Governor's Budget

Amna Cameron

April 2, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

# Revenues to Actual July-December

# FY 2025 Budget Comparison (July to December)

|                 | FY2025 Forecast<br>(May 2023) | FY2025 Forecast<br>(May 2024) | FY2025 Actual | Comparison of<br>May 2023<br>Forecast to<br>Actuals |
|-----------------|-------------------------------|-------------------------------|---------------|---|
| Motor Fuels Tax | \$1,200.7                     | \$1,225.5                     | \$1,261.80    | 5.1%  |
| HUT             | \$609.6                       | \$602.6                       | \$603.30      | -1.0%   |
| DMV Fees        | \$584.0                       | \$590.0                       | \$601.80      | 3.0%  |
| Interest        | \$24.3                        | \$22.6                        | \$57.70       | 137.4%  |
| Sales Tax       | \$330.4                       | \$271.3                       | \$280.40      | -15.1%  |
| TOTAL           | \$2,749.0                     | \$2,712.10                    | \$2,805.10    | 2.0%  |

Sales tax revenues are meeting forecast.

<sup>\*</sup>July and August actuals impacted by switch from monthly to quarterly.

<sup>\*</sup>July estimated SUT revenues: \$14M but actuals are \$940K

ncdot.gov

# FY2025-27 Consensus Revenue Forecast

Moderating

## FY 2025-26 and FY 2026-27 Forecast





HUT

22%







Motor Fuels 43%

Flat

Uncertain

DMV

Fees

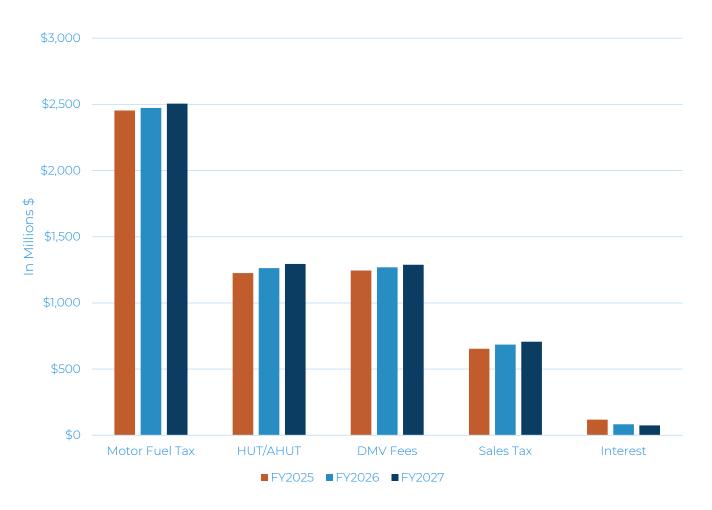
22%

Slow Growth Sales Tax 12%

Interest 1%

Growing, adds TNC revenue

# **February 2025 Consensus Revenue Forecast**



## Highway Fund

FY2025: \$3.28 billion

FY2026: \$3.3 billion

FY2027: \$3.34 billion

**Highway Trust Fund:** 

FY2025: \$2.43 billion

FY2026: \$2.49 billion

FY2027: \$2.55 billion

# **Leading factors**

- Healthy economy
- Consumers are spending
- Fuel economy impacting
   consumption

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# FY 2025, 2026, 2027 Motor Fuels Tax Consensus Forecast

#### **Preliminary Consensus Forecast for Governor's Budget (January data)**

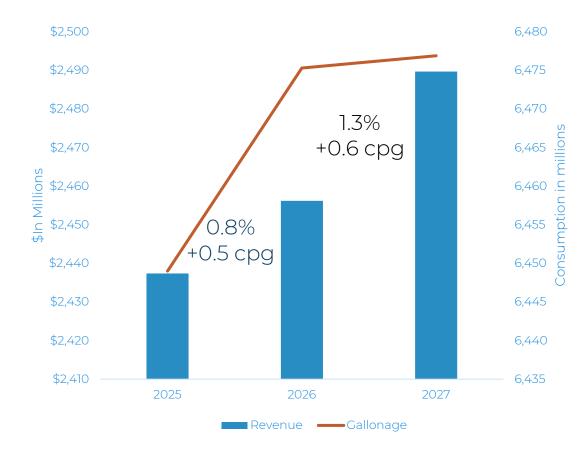
#### Factors influencing January forecast

- Population grows roughly 1.15% a year
- Vehicle Miles Traveled (VMT) grows 1.5%-2% a year
- Tax rate fluctuates with economy (CPI-E)

| Motor Fuel Tax Rate Compared Using 2023, 2024, 2025 Forecasts (CPG) |      |      |      |  |  |  |
|---|------|------|------|--|--|--|
| 2025 2026 2027  |      |      |      |  |  |  |
| 2025 Completion   | 40.3 | 40.8 | 41.4 |  |  |  |
| 2024 Completion   | 40.6 | 41.1 | 41.4 |  |  |  |
| 2023 Completion   | 40.5 | 41.0 | 41.5 |  |  |  |

#### Forecast Update

- The economy was stable in January, but consumer confidence is declining.
- Fuel economy was anticipated to improve but tariffs and EV changes will slow lower projections



# FY 2025, 2026, 2027 HUT Consensus Forecast

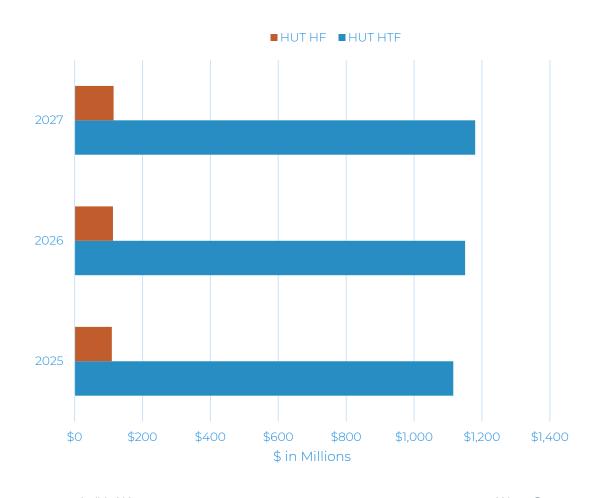
#### **Preliminary Consensus Forecast for Governor's Budget (January data)**

#### January forecast assumptions

- Strong inventories for new and used vehicles but auto rates were increasing
- New vehicle prices remain at record highs
- Used vehicle prices have declined from record highs in 2021-2023 and are remaining steady
- EV sales grew 15% year over year in US with 15 new model introductions. 10% vehicle sales were for EVs
- 30,000+ vehicle damaged in Helene

#### Forecast Update

- Tariffs will create market instability. Manufacturers will cut production, lay off workers, and increase vehicle prices.
- Analysts estimate a \$12,000 price increase for the



# FY 2025, 2026, 2027 DMV Consensus Forecast

#### **Preliminary Consensus Forecast for Governor's Budget (January data)**

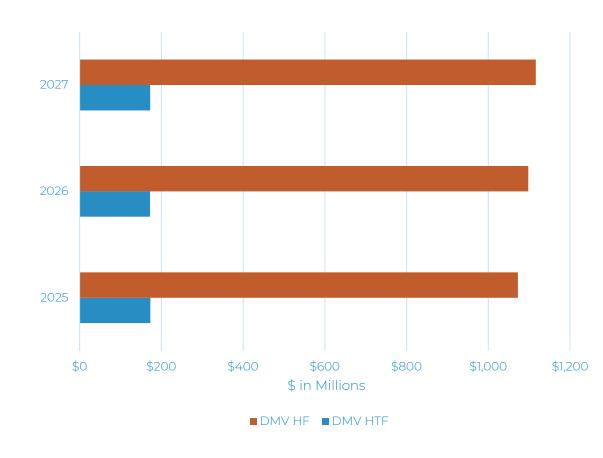
#### January forecast assumptions

- DMV fees remain steady.
- Hurricane Helene DMV fee postponements occur in one fiscal year limiting impact.
- Quadrennial reset occurred on July 1, 2024

#### Forecast Update

- Title fee revenues will decline. Tariffs, the elimination of the federal EV tax credits, pause on NEVI program, and policy changes to the USDOT fuel economy standards (CAFÉ) and EPA emissions standards will affect vehicle sales.
- EV/PHEV additional registration fees will decline

Reminder: MAY 7th deadline for REAL ID



# FY 2025, 2026, 2027 Sales Tax Consensus Forecast

**Preliminary Consensus Forecast for Governor's Budget (January data)** 

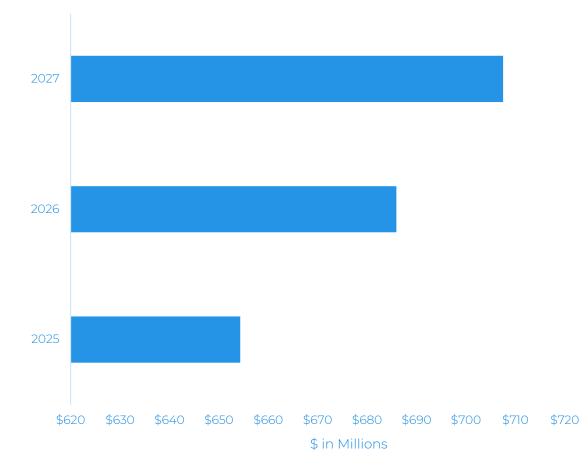
#### January forecast assumptions

- Sales tax has highest rate of growth
- Consumer spending is strong across the board, especially service-based and for durable goods, but non-durable sales (household goods) is slowing
- New fee on Transportation Network Companies (Ubers) will become effective on July 1, 2025

#### Forecast Update

- Sales tax is highly susceptible to economic changes
- Changes in consumer sentiment indicate a slowdown in discretionary spending

Reminder: REAL ID is effective on May 7th



# **Contact Us**

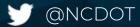
#### **Amna Cameron**

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@Invest\_NC







in NCDOT



NCDOTcommunications





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# Thank you!



# North Carolina Department of Transportation Materials and Tests Unit – Product Evaluation Program Innovative Technologies and Products Awareness Report April 2<sup>nd</sup>, 2025



#### PRODUCT HIGHLIGHT - TAU-XR™

TAU-XR™ is a low maintenance, fully redirecting, non-gating, Manual for Assessing Safety Hardware (MASH) Test Level 3 crash cushion used for protecting the ends of longitudinal barriers. These crash cushions are designed with energy absorbing aluminum tubes that allow for quick resetting after vehicle impacts. TAU-XR™ is Approved on the APL as NP24-9436 and NP24-9437. For more information, please visit https://lindsay.com.

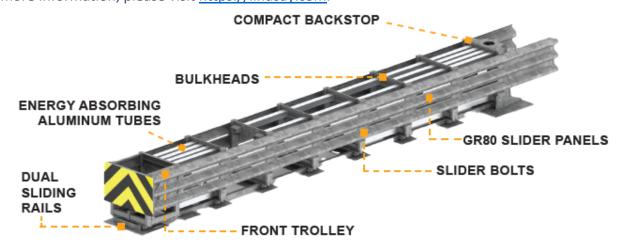


Image of the TAU- $XR^{\text{TM}}$  crash cushion from Lindsay Corporation's website.

#### PRODUCT INNOVATION – U-Beam™ Bridge Girders

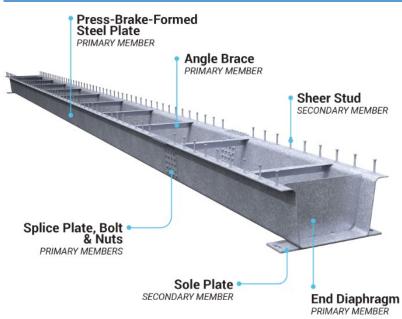


Image of the U-Beam™ Bridge Girder (top) and a photo from beneath a bridge constructed using U-Beam Bridge Girders (right) from Valmont's website.

Valmont Structures' U-Beam™ Bridge Girder is a Press Brake Tub Girder (PBTG) used as an alternative to steel I-beams or concrete beams for short span bridges. The steel beam is formed via bending in a press brake, rather than welding, and galvanized for corrosion protection. The U-Beam™ Bridge Girder is under evaluation on the APL as NP25-9781. For more information, please visit

https://www.valmontstructures.com.





# Transportation Planning in NC

Role of NC BOT as Local Liaisons

April 2025 Alpesh Patel

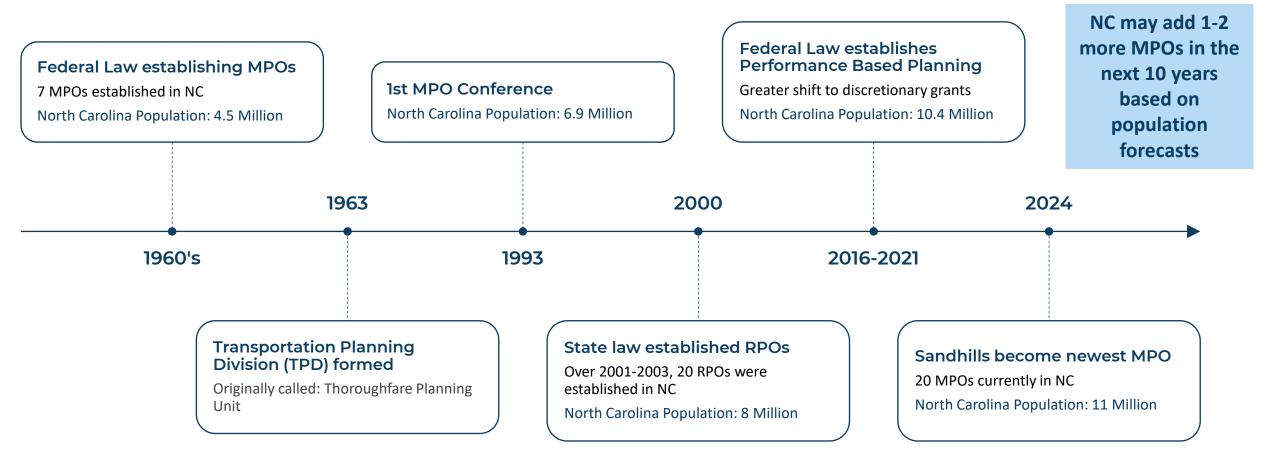
Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

## **Outline**

- Planning Context NC
- NCDOT Practice
- Local Partners Metropolitan and Rural Planning Organizations
- BOT Role
- BOT Experience, Perspectives
- Future State



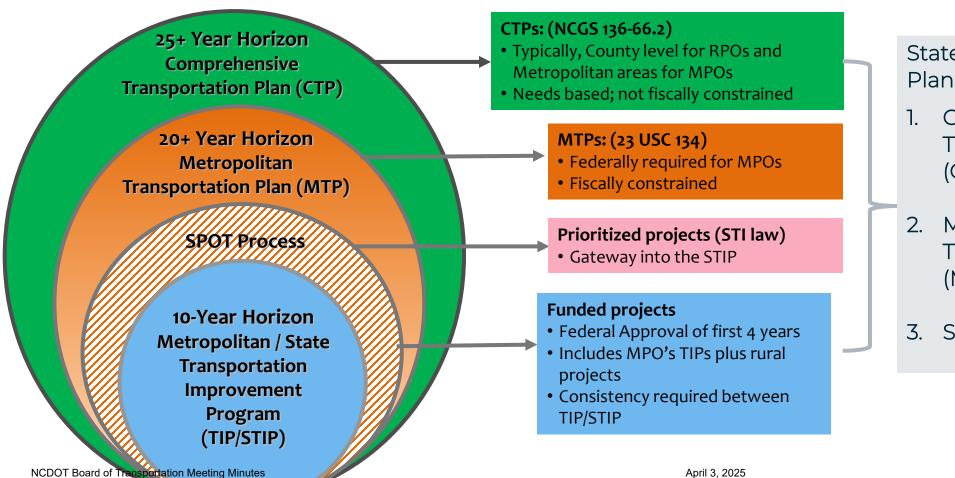
# **Planning over Time**



April 3, 2025

# Early Stages: Planning, Prioritization, & Programming

### **Long Range Transportation Planning**

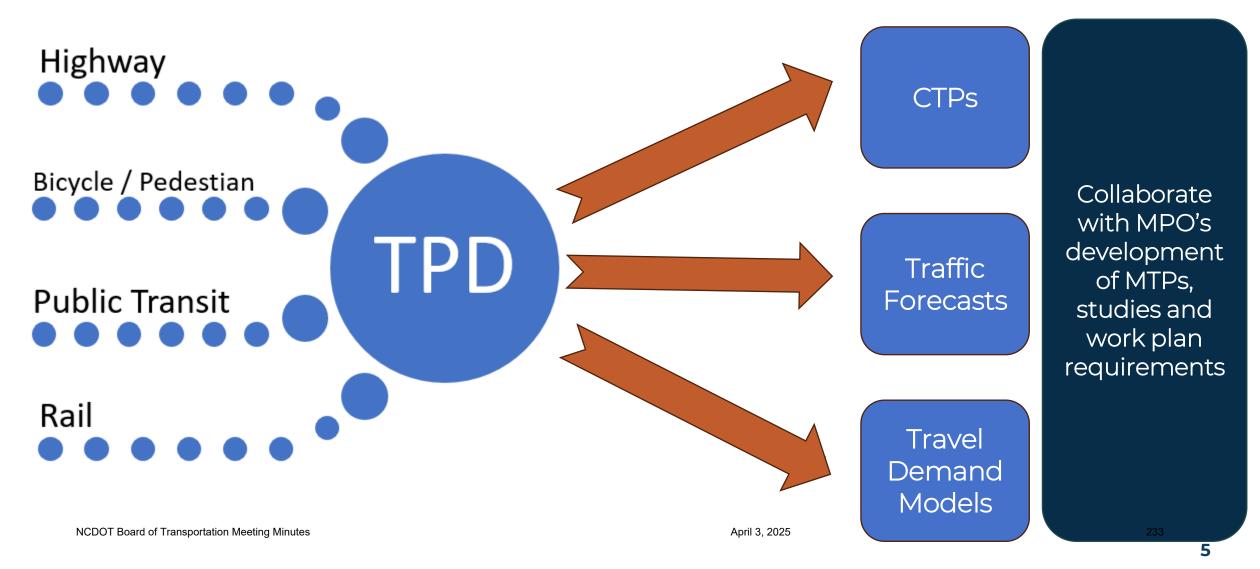


State / Federally Required Planning Documents:

- Comprehensive Transportation Plans (CTPs)
- Metropolitan **Transportation Plans** (MTPs) – MPOs only
- STIP

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# **Transportation Planning Division (TPD)** – 25-to-30-year vision



# Transportation Planning Division (TPD) – 25-to-30-year vision

FOOTHILLS RPO





CTPs/MTPs are multimodal including Highways, Public Transit, Bike/Ped, Rail, and Ferry



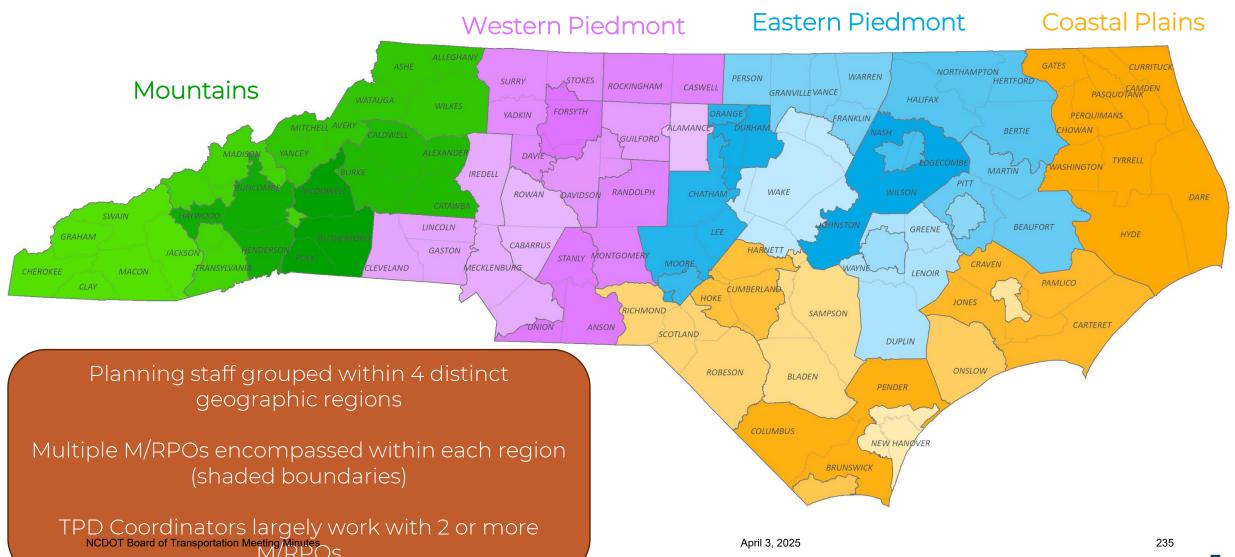
NCDOT Board of Transportation Meeting Minutes

25 plans underway

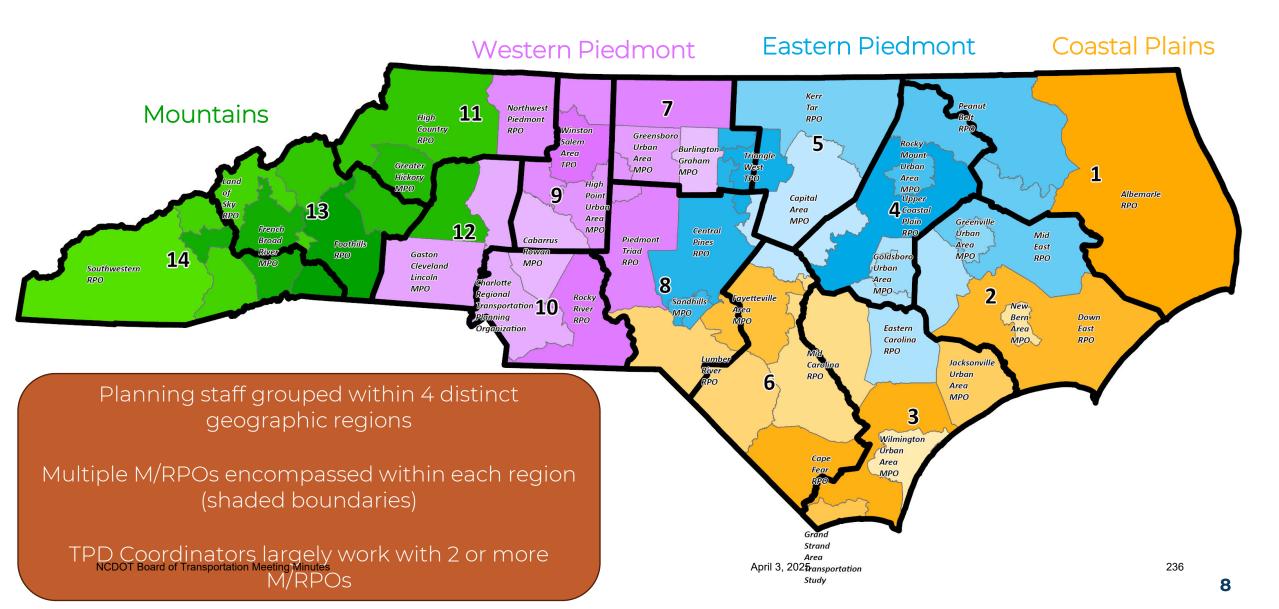
April 3, 2025

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# **TPD - Structured to serve our partners**



# **TPD - Structured to serve our partners**



## Transportation Planning in NC

# North Carolina MPOs & RPOs

North Carolina ranks top 5 nationally for the highest number of MPOs and RPOs

NC has the **smallest population** compared to the top MPO states based on system miles of responsibility

| State | Number<br>of MPOs | Number of<br>RPOs | Population<br>In millions <sup>1</sup> | System<br>Responsibilities<br>(Centerline Miles) <sup>2</sup> | Vehicle Miles<br>Traveled (VMT)<br>(2023) <sup>3</sup> |
|-------|-------------------|-------------------|--|---|--|
| (EL   | 27                | 10                | 23.4 M                                 | 12,190  | 239,188  |
|       | 24                | 13                | 31.3 M                                 | 81,014  | 300,338  |
| PA    | 20                | 7                 | 13.1 M                                 | 42,825  | 100,126  |
| NC ,  | 20                | 18                | 11.0 M                                 | 80,479  | 122,258  |
| Sep.  | 18                | 43                | 39.4 M                                 | 14,869  | 316,612  |
| GA    | 16                | 12                | 11.2 M                                 | 17,905  | 126,339  |
| NA.   | 15                | 21                | 8.8 M                                  | 59,656  | 87,730   |
| SC    | 11                | 10                | 5.5 M                                  | 41,119  | 60,794   |

NC tied with Iowa and Missouri for number of RPOs (18) Sources: 1) 2024 Census 2) 2023 FHWA HM-81 Report 3) 2023 FHWA VM-2 Report

# What is a Planning Organization?

MPOs, RPOs, and sometimes TPOs\*

\*TPO is Transportation Planning Organization and can be use instead of MPO

### **MPOs**

Urban area over 50K population, defined by US Census and federal statue In NC designated by NCDOT Secretary on behalf of Governor

## **RPOs**

Rural and small urban area of at least three contiguous counties and at least 50K population, established by NC general statute

#### **Federal and State Planning Requirements:**

- Metropolitan Transportation Plan (MTP) with minimum 20-year horizon
- Annual work program and self-certification reviews
- Transportation Improvement Program (TIP)
- Strategic Transportation Investments (STI) prioritization process
- MOU outlines governance responsibilities
- Technical Coordinating and Policy Board Committees
- Public Involvement Process (PIP) for local participation
- Local multimodal interests, sub-area, corridor and other special studies

#### **State Planning Requirements:**

- Comprehensive Transportation Plan (CTP) with 25+ year vision
- Annual work program and MOU outline responsibilities
- Strategic Transportation Investments (STI) prioritization process
- Technical Coordinating and Transportation Advisory Committees
- Public input for local participation
- Local interests in the project development process
- Technical and information resource to local jurisdictions, public
- Local planning activities and special studies as applicable

# **BOT Roles and Responsibilities – Liaison to Local Planning Process**



Voting member of MPO Board and RPO TAC



Policy direction for MTPs, CTPs and special studies

Approve annual work plans



Review local point assignments and project priorities Communicate/coordinate among member jurisdictions



Communicate project schedules and Division activities

Support special studies to implement plans, work program

# **BOT Experience and Perspectives**



Ethics requirements



Uneven experiences

- Quarterly/monthly meeting conflicts
- Advanced notice of agenda items for alternates



Awareness of local points of contact and subject matter experts



Awareness of regional planning scope and responsibilities



Representation across multiple POs

- Balance primary, secondary and alternate assignments
- Coordinate participation
- Monthly reports to BOT Chair

## Transportation Planning in NC

# Raise the Planning Bar

**Annual Report** Go Forward Actions Achievements and accomplishments New Connect page (Spring 2026) Reflects recent **CTP to Programming Linkage** changes in the Path to STIP, project delivery Planning process Financial tests (Summer 2025) Efficiencies in CTP production More frequent updates in growing areas Travel Demand Models in non-urban areas Resiliency assessments in CTPs (ongoing) **Partnerships** MPOs/RPOs - Presentations at local meetings throughout 2025 - High Country RPO (May 21) - Wilmington MPO (June 25) Rebrand Updated TPD Mission, Internal Customers – increased Vision, & Goals interaction with SPOT, STIP, IMD, (Spring 2025) Other Modes, Tech Services (ongoing)

# TPD Strategic Plan (Refer to Handout)

# Vision

Become a
premier leader in
planning
innovative
transportation

NCDOT Bot red of the section Meeting Minimals
Solutions.

# Mission

Deliver a premier planning process that is integral to a high-performing, multimodal transportation system in North Carolina.

Add value and visibility to TPD employees, partners, and the public, and meet new challenges through leadership and innovation.

6 Goals 6 Values

# Questions?

# **Contact Us**

### **Alpesh Patel**

agpatell@ncdot.gov 919-707-0901

#### Alena Cook

arcook@ncdot.gov 919-707-0910

#### **Travis Marshall**

tkmarshall@ncdot.gov 919-707-0907

https://connect.ncdot.gov/projects/planning/pages/default.aspx





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# M/RPO Slide

# **Logo Sign Program Privatization**



#### **Logo Program Overview**

Specific Service (Logo) signs provide motorists with clear, directional information for essential travel services—including gas, food, lodging, camping, and attractions—along highways with fully controlled access interchanges.



#### **Executive Summary**

House Bill 199 mandates that the North Carolina Department of Transportation (NCDOT) contract with a private entity to administer the Logo Sign Program. Under the bill, a designated contractor provides comprehensive, turn-key services—ranging from administration and marketing to sign installation, maintenance, and financial management—with oversight by NCDOT. Businesses that participate in the Program pay a yearly rental fee to display their business logo on signage, with rates determined by market conditions and traffic volumes (See Appendix A for exact bill language).

The Department recognizes this opportunity as an approach to make the logo sign program self sustaining while generating revenue. By partnering with a specialized contractor—as seen in many other states—this approach can maximize revenue and participation, and free up state resources currently used for program maintenance and administration. It also offers enhanced customer service with faster response times and additional value-added services,

The Department conducted a competitive bid using a two-step process to solicit detailed proposals from qualified vendors: first, a Request for Qualifications (RFQ), followed by a Request for Proposals (RFP).

#### By the Numbers

600 Interchanges3,700+ Customers13,931 Business Plates6,155 Structures

#### **RFP Timeline**

| House Bill 199 Passed       | 7/3/24   |
|-----------------------------|----------|
| RFQ Advertisement           | 10/1/24  |
| 2 Qualified Teams Announced | 10/30/24 |
| DOT Issued Final RFP        | 12/3/24  |
| RFP Proposal Due            | 1/7/25   |
| Technical RFP Presentations | 1/15/25  |
| Announced Selected Vendor   | 1/21/25  |
| Notice of Award Sent        | 2/4/25   |

#### **Vendor Award**

North Carolina Signing Program, LLC (NCSP) was provided a **Notification of Award**, with full commencement of services starting July 1<sup>st</sup>, 2025. NCDOT will enter into a contractual agreement with NCSP for a period of eight years, with the option for up to two additional two-year year extensions.

The vendor exceeded the minimum requirements set by the RFP, and the financial terms include a first-year minimum guarantee remittance to NCDOT of \$6 million, increasing to \$8 million by the eighth year.

Total guaranteed revenue over eight years is \$55 million with potential remittance of over \$88 million.

#### **Transition Plan**

Contract Start for Admin

| Begin Outreach to Divisions   | 4/7/25   |
|-------------------------------|----------|
| Participant Letter Goes Out   | 5/9/25   |
| Participant Outreach          | 5/12/25- |
|                               | 6/30/25  |
| DOT Cancels Current Contracts |          |
| & Issues Refunds              | 6/30/25  |
| Start Date For New Agreements | 7/1/25   |
|                               |          |

#### **Board Approval**

Per House Bill 199, rates shall be approved by the Board of Transportation.

NCDOT Board of Transportation Meeting Minutes

April 3, 2025



4/3/25



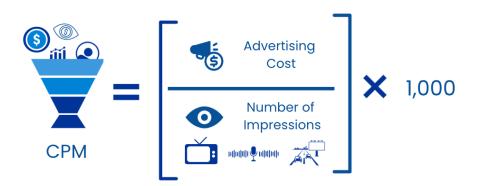


# **Establishment of Program Fees**

#### **Methodology** | How Fees were determined

A comprehensive approach was taken to establish the Program fees. The process began by aligning Program goals to maximize revenue, participation, and equitable access for both rural and urban businesses statewide. This was followed by a thorough review of the existing logo inventory, customer contracts, and current fee structures, combined with a benchmarking analysis against other states. An evaluation of the customer base ensured that fee structures accurately reflect the real-world impact of urban versus rural areas. Finally, market rates were established using widely recognized advertising metrics, resulting in a streamlined pricing structure for review and implementation.

The Cost Per Thousand (CPM) metric was utilized to assess the value of customer logo signs in comparison to other advertising media. CPM measures the cost of reaching 1,000 potential viewers, providing a clear, market-based benchmark. This approach allowed us to compare the exposure provided by our signage to that of billboards, television, and other channels, ensuring that the fees reflect true market value.



#### **Example CPM Comparison:**

Billboards (Raleigh): \$8.88

Television (Charlotte): \$13.28

Radio (Greensboro): \$31.29 to \$49.73

Logo Signs: \$0.06 to \$0.26

#### **Using Average Daily Traffic (ADT)**

Market rates were further refined by analyzing Average Daily Traffic (ADT) counts. Since ADT directly correlates with the number of impressions a sign receives, it serves as a reliable indicator of a sign's visibility and demand. Higher traffic volumes mean greater exposure, which justifies higher fees.

#### **Current Annual Fees**

| Sign Type          | Annual Rental Fee |  |  |
|--------------------|-------------------|--|--|
| Mainline (each)    | \$ 300            |  |  |
| Ramp (each)        | \$ 300            |  |  |
| Trailblazer (each) | \$ 300            |  |  |

#### **Proposed New Annual Fees 2025**

| Sign Type  | Tier 1: ADT<br>0 – 19.9K | Tier 2: ADT<br>20K – 39.9K | Tier 3: ADT<br>40K – 59.9K | Tier 4: ADT<br>60K + | СРМ              |
|--|--------------------------|----------------------------|----------------------------|----------------------|------------------|
| Mainline/Ramp<br>(In Each Direction)   | \$ 600                   | \$900                      | \$1,400                    | \$1,900              | \$0.06 to \$0.26 |
| Trailblazer  | \$ 300                   | \$300                      | \$300                      | \$300                |                  |
| Additional Services: \$50 customer request for brand change (Business Panel) |                          |                            |                            |                      |                  |

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# **Logo Sign Program Privatization**



# House Bill 199

#### REQUIRE PRIVATE ENTITY TO ADMINISTER LOGO SIGN PROGRAM

SECTION 31.(a) G.S. 136-89.56 paragraph (b) reads as rewritten:

The location of fuel, gas, food, lodging, camping, and attraction facilities may be indicated to the users of the controlled-access facilities by appropriate logos placed on signs owned, controlled, and erected within the right-of-way of fully and partially controlled-access highways by, or pursuant to contract with, the Department of Transportation. The Department shall contract with a private entity to administer the erection of signs and placement of logos, as authorized by this subsection. The responsibilities of the private entity shall include the following: acquisition and erection of signs; design, manufacture, and placement of logos on signs; maintenance of signs and logos; receipt and response to information requests concerning the program; and management of the financial transactions related to the program. The owners, operators or lessees of fuel, gas, food, lodging, camping, and attraction facilities who wish to place a logo identifying their business or service on a sign shall furnish a logo meeting the size, style and specifications determined by the Department of Transportation and shall pay a fee set by the vendor and approved by the Board of Transportation. The fee set by the vendor shall be determined based on market rates for the number of vehicles that pass by the sign, reflecting the value of the visibility and access provided to the participating businesses and to cover the initial costs of signs, sign installation, and maintenance, and the costs of administering the logo sign **program.** Nothing in this subsection shall be construed to authorize any Department contractor to conduct any commercial activity upon signs erected and maintained within the right-of-way of fully and partially controlled-access highways pursuant to this subsection."

**SECTION 31.(b)** The Department of Transportation may adopt temporary rules and shall adopt permanent rules consistent with subsection (a) of this section.

**SECTION 31.(c)** No later than 120 days after the effective date of this section, the Department shall issue a request for proposal (RFP) and select a vendor in accordance with this section.

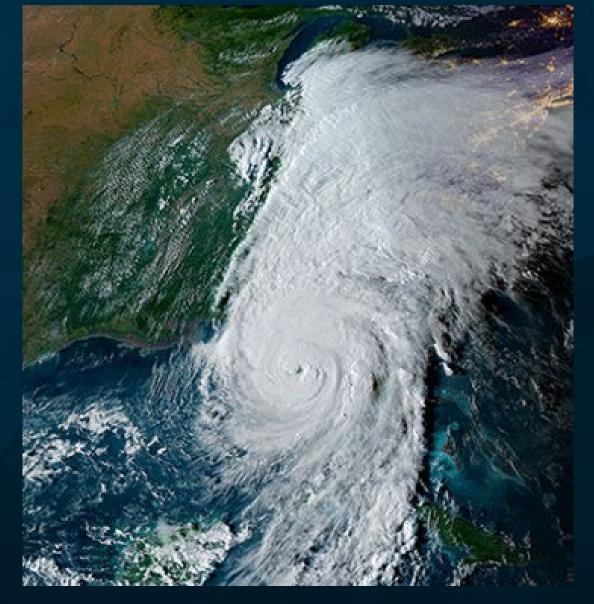






# **Helene Update**

Alyson Tamer, PE, CPM
WNC Strong Program Support Manager
April 2025

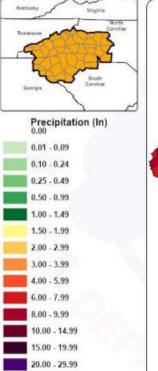


Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

# **Rainfall Totals During Helene**

National Weather Service Greenville-Spartanburg South Carolina

Precipitation Accumulation 8AM 09/24/2024 - 8AM 09/27/2024



30.00 - 50.00

|                           |   | do   |                                |  |
|---------------------------|---|--|--------------------------------|--|
|                           | 6.09 823  | 857 637 1242   | 15<br>7.58 (8.5)<br>10.8 (5.7) |  |
|                           | 7-12 7/3 0.07 6.89  | 10.47 19.47 22.40<br>70.4 22.40<br>70.20 19.40   | G2D 6407 S                     | 100 307 130<br>20 7.07 337 27 5<br>20 638  |
| 7/4                       | 8.09 12<br>9.49 10.03 10.1<br>1 8.09 9.4 12.30<br>107 12.23 13.22 | 10.7<br>20 7.42 19.02 0.00 4.0<br>7.85   | 8.49 SJ7 41<br>SJ7 F46         | 0,100 2.50<br>0,8 3,50 3.51  |
| 2.02 7.<br>5.90 0.20 7.20 | 0.23<br>0.23 0.2 12220<br>0.3 1.20 7.86 05.73                     | 96<br>96<br>90,00<br>90,00<br>8,00<br>90,00<br>8,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90,00<br>90 | 7.02 6.04 5.30<br>4.03 5.30    | 7.7% 6.50 2.47°<br>7.0% 6.40 0.40 2.45°  |
| 13,37 8,70<br>0.6         | 7.09 COUNTY 19.19   | 430 2.00 7.5<br>12.00 90.00 7.5  | 7.86 4.70 6.00                 | 6,63 4,63 2,03 (4.7) (4. |
| 9'90 (ATTR) 5'            | - 0000  | 1270 7497<br>8400 4441   | \$100                          | 6.07   |
| 8.64<br>7.89 6.65         | 6.5 2.5 0.27 0.4  | 7.62 11.00   | 6,00                           | <b>6</b> 73  |
|                           | 100   | 140 252  |                                |  |
|                           | 7.5   |  |                                |  |
|                           |   |  |                                |  |

CoCoRatts Miscellaneous

| City                    | County       | Rain (in)                 |
|-------------------------|--------------|---------------------------|
| Busick                  | Yancey       | 29.58                     |
| Mt Mitchell St. Park    | Yancey       | 24.2                      |
| Spruce Pine             | Mitchell     | 18.23                     |
| Davidson Riv <u>e</u> r | Transylvania | 17.7                      |
| Foscoe                  | Watauga      | 16.42                     |
| Old Fort                | McDowell     | 15.6                      |
| Whitehead               | Alleghany    | 15.59                     |
| Hendersonville          | Henderson    | 15.11                     |
| Swannanoa               | Buncombe     | 14.81                     |
| North Cove Pinnacle     | McDowell     | 14.75                     |
| Guion Farm              | Henderson    | 14.73                     |
| Saluda                  | Polk         | 14.58                     |
| Highlands               | Macon        | 14.52                     |
| Grandfather             | Watauga      | 14.47                     |
| Watauga Medical Center  | Watagua      | 10.98                     |
| Boome Precip 2 S        | Watagua      | <sup>25</sup> <b>9.21</b> |

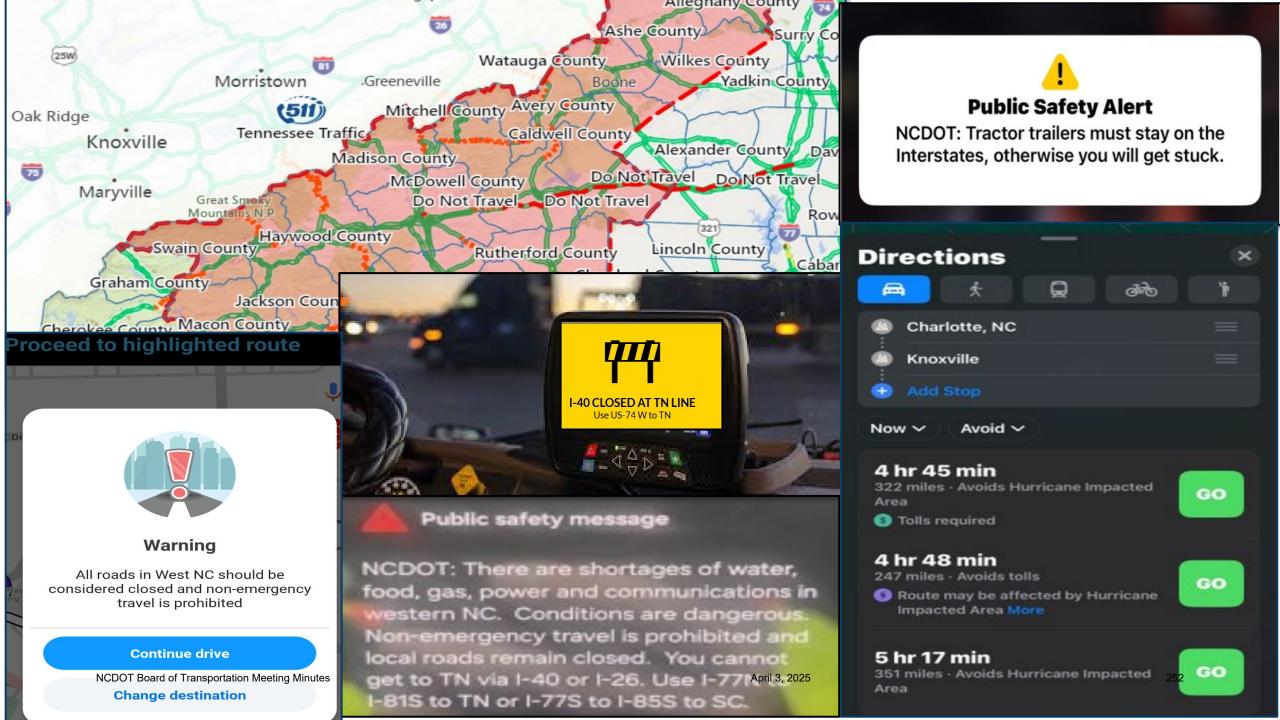
an estimation only. Not all reports used in the analysis will be displayed due to

space constraints. Reports are precipitation through the above mentioned period.

# "Secessity is the mother of invention"

Or

"necessity breeds innovation"



Historical Peaks

Roads Affected III

Bridges Affected III

Constant 📈

Rain 📈

Stream Elevation

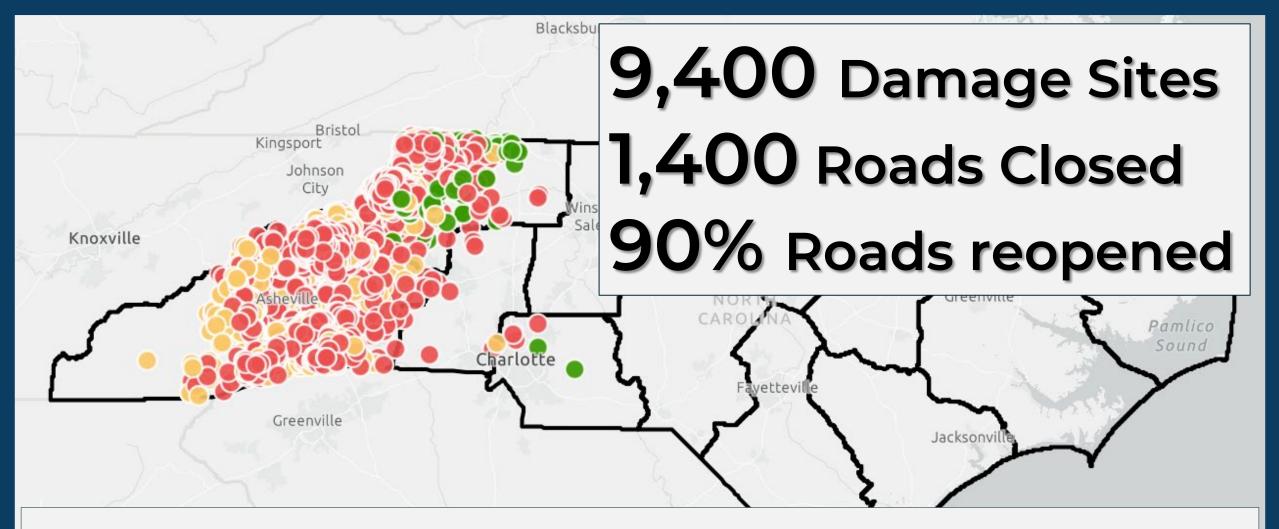
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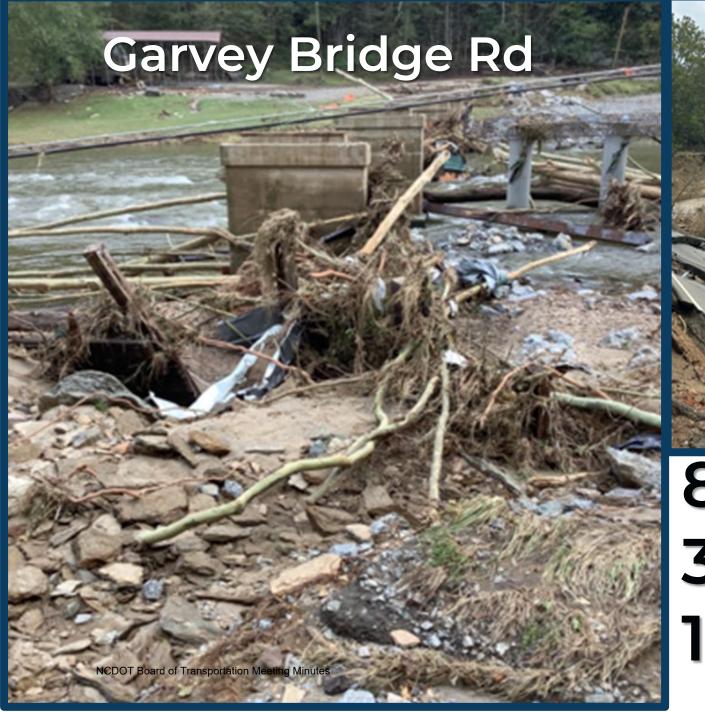




133 State-Maintained Roads remain closed

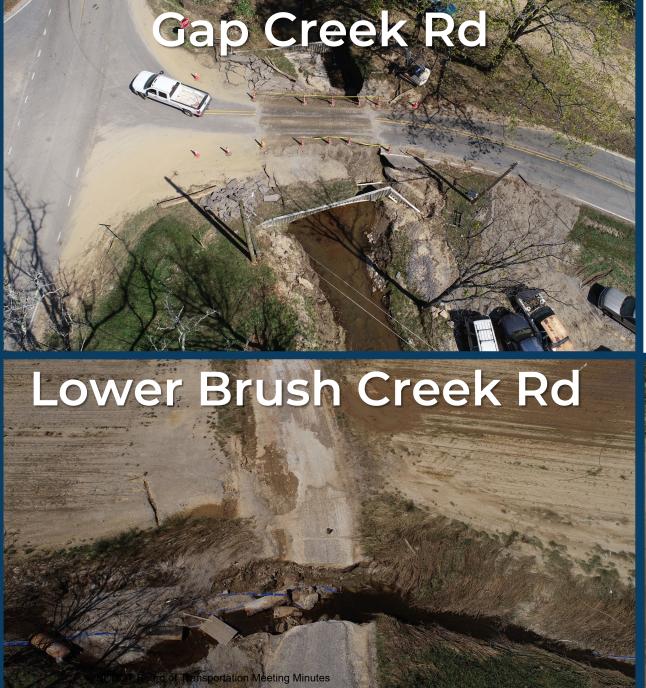








837 Bridges Damaged
300 Bridges complete
13 Permanently Replaced



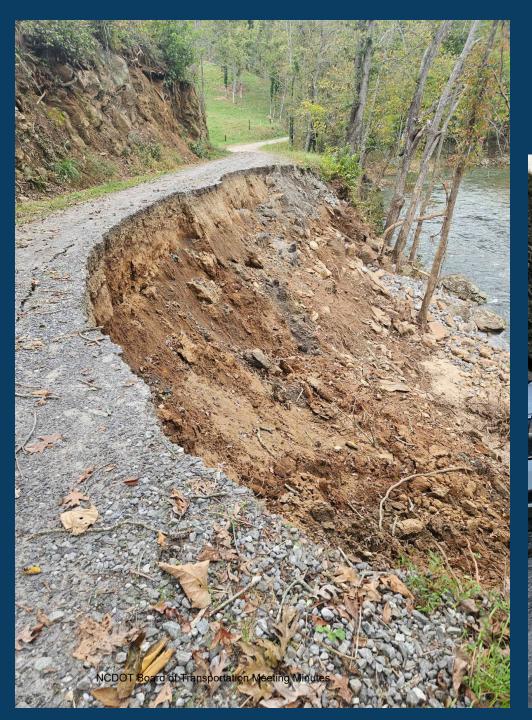
964 Pipes Damaged
924 Pipes Completed
5% Remaining





# Fruitland Rd Henderson County





### Filter Plant Rd Haywood County





# US 276 S Transylvania County





### US 19W Near Ramesytown





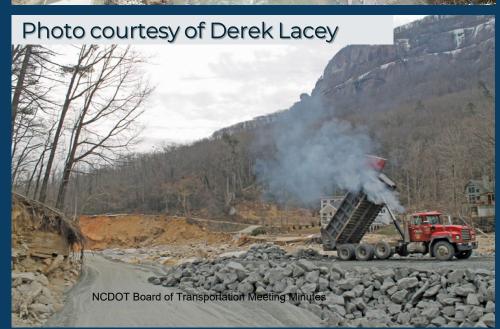


October 1, 2024









### **Major Corridors Damaged** by Hurricane Helene

| Route                   | County     | Estimated<br>Cost |
|-------------------------|------------|-------------------|
| I-40 Pigeon River Gorge | Haywood    | \$1B              |
| Toe/Nolichucky          | Yancey     | \$350M            |
| US 19W North            | Yancey     | \$320M            |
| US 64/74 Chimney Rock   | Rutherford | \$290M            |
| NC 197 Pensacola        | Yancey     | \$290M            |
| US 19W South            | Yancey     | \$200M            |
| US 74A                  | Henderson  | \$128M            |
| US 64                   | Henderson  | \$37M             |
| April 3, 2025           | Total      | \$2.6¶5B          |



April 3, 2025

View Road Closures & Reopenings Dashboard

NCDOT Board of Transportation Meeting Minutes

View NCDOT Helene Major Corridor Projects Website





Mark Gibbs, PE – WNC STRONG Manager Western Deputy Chief Engineer

mtgibbs1@ncdot.gov

Alyson Tamer, PE, CPM WNC STRONG Program Support Manager

awtamer@ncdot.gov



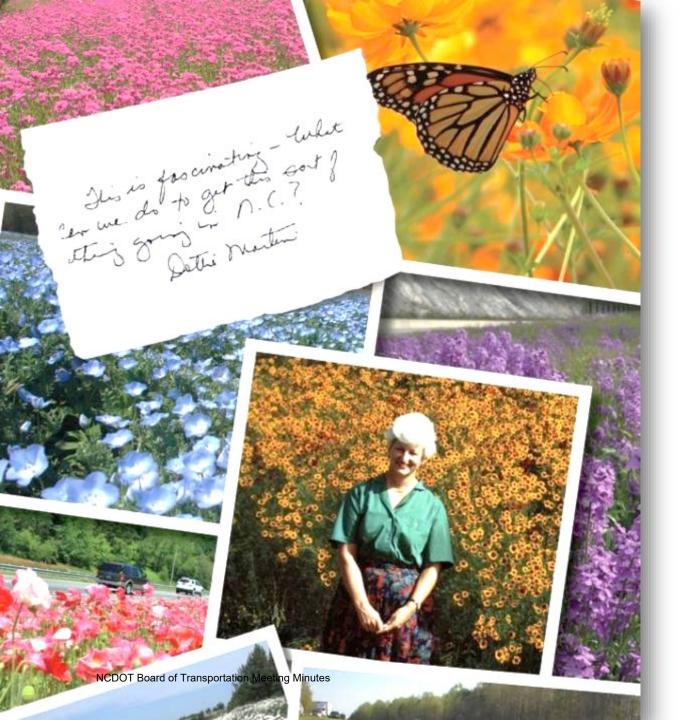
### **NCDOT Wildflower Program History**

Jeremy A Goodwin, PE - State Roadside Environmental Engineer

April 2, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

It started with a letter.



Former First Lady Dottie Martin, wife of former Governor Jim Martin, is credited with initiating the idea for the NC Wildflower Program after reading about wildflower beds in Texas.

April 3, 2025 271



- Highway Beautification Act of 1965 leads to establishment of the 'Personalized License Plate Program'.
- The North Carolina Department of Transportation Wildflower Program began in 1985.
- Part of the Personalized License Plate Program helps fund the NCDOT Wildflower Program







April 3, 202

• The program began with 12 acres in its first year.





- The Wildflower Program began with 12 acres.
- Currently there are 609 beds of wildflowers totaling approximately 738 acres.
- The Garden Club of North Carolina is a lead sponsor of the Wildflower Program. Other important partners include NC State University and NC Department of Agriculture and Consumer Services

 The Wildflower Program began with twelve acres.

- Currently there are 609 beds of wildflowers totaling approximately 738 active acres.
- Among the flowers planted are North Carolina native species.
  - Clasping Coneflower
  - Bur-Marigold (Bidens)
  - Maximilian Sunflower



NCDOT Board of Transportation Meeting Minutes April 3, 2025



NCDOT Board of Transportation Meeting Minutes

April 3, 2025



"A beautiful stretch of pink and white, that waves in the wind by the side of the road. There are miles of flowers along miles of asphalt." - Scott Mason, WRAL

"The Wildflower Program is significant to economic development and bringing new jobs to North Carolina. Those first impressions of a state are so critical when recruiting new companies – Former Governor James B. Hunt Jr.

"We are grateful, we are proud and we are fortunate to live in a state where such dedication to others makes us all better." - David Crabtree, **WRAL** 

April 3, 2025 277

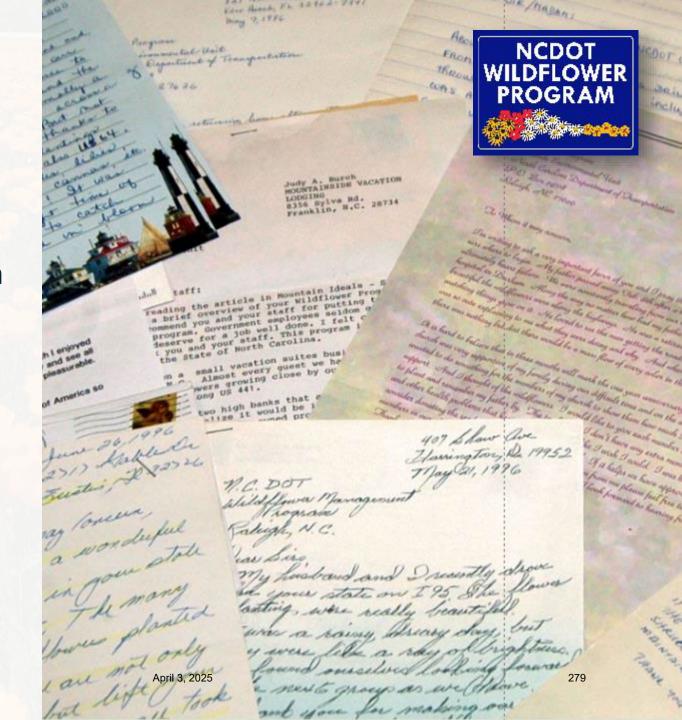


"The Wildflower Program brings to life seemingly endless stretches of road with vibrant colors, making even the journey from dunes to hills one of natural beauty and wonder – W. Randolph Woodson, North Carolina State University

"NC Wildflowers do more than just beautify our highways, they encourage investment. A business-friendly state that cares about its environment will attract industries and create jobs."—Lauren Steele Senior VP, Corporate Affairs Coca-Cola Bottling Co Consolidated

 The Wildflower Program is one of NCDOT's most popular initiatives and receives hundreds of comments of praise each year from residents and visitors alike.

 The Wildflower Program has also received 'In Memory Of' donations from citizens.









- The Garden Club of North Carolina is the lead sponsor of the Wildflower Program.
  - GCNC members participate in judging Division Wildflower beds.
  - GCNC funds awards for the competition.

April 3, 2025 280



### **Helping Pollinators**

Research conducted by North Carolina State University showed that compared to adjacent, non-mown rights-of-way, wildflower beds have:

- 6 times more pollinator bees
- 2.5 times more pollinator flies
- 5 times more pollinator butterflies
- 37 times more pollinator wasps







In 2015 the program received a donation of \$150,000 from Bayer CropScience for pollinator habitat plantings.











#### ncdot.gov



#### **Daylily Beds**

From 1996 to approximately 2011 DOT planted 2.5 million daylilies throughout the state.

Since initially planted these drought tolerant and low maintenance daylily beds have continued to color our roadways each summer.

April 3, 2025 288

## Thank you!



# Update: 2024 Transportation Reserve Directed Funds (TRDF) Expenditures

Nick Short, PE, PLS, Interim Director, NCDOT Aviation Division of Aviation April 2, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

#### HB 259: Conference Report on the Base, Capital and Expansion Budget

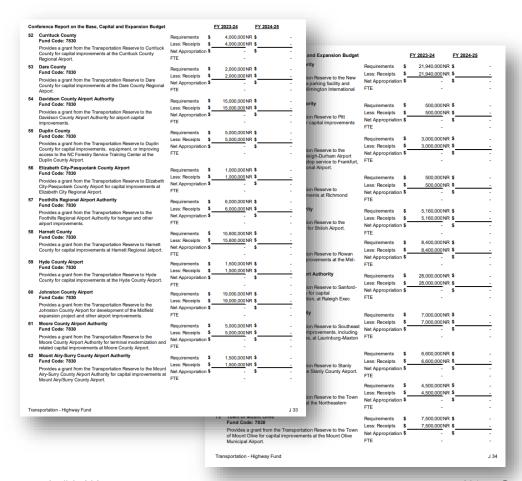
Begins on page J31 (page 748 of the PDF): "Provides a grant from the Transportation Reserve to ..." 37 airports (\$297M)

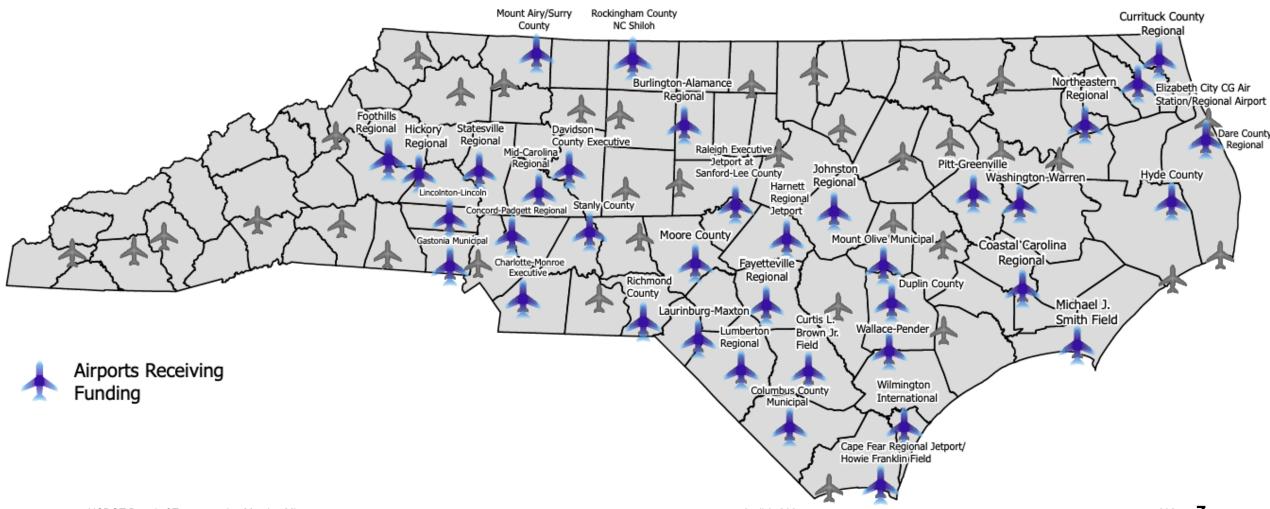
**North Carolina General Assembly** 

Joint Conference Committee Report on the Current Operations Appropriations Act of 2023

House Bill 259

September 20, 2023



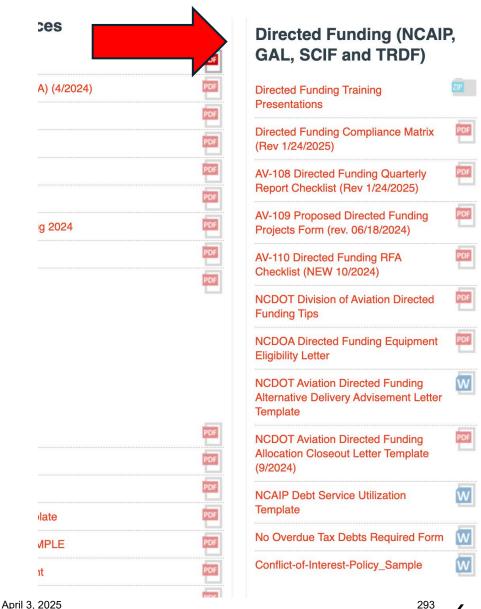


NCDOT Board of Transportation Meeting Minutes

April 3, 2025

## Division of Aviation's Role

- Ensure airports understand the opportunity and what kinds of projects are eligible
- Guide them in meeting requirements as set forth in HB259 and other relevant state laws and regulations
- Review and approve quarterly expenditures on airport projects.



ncdot.gov Update: 2024 TRDF Expenditures

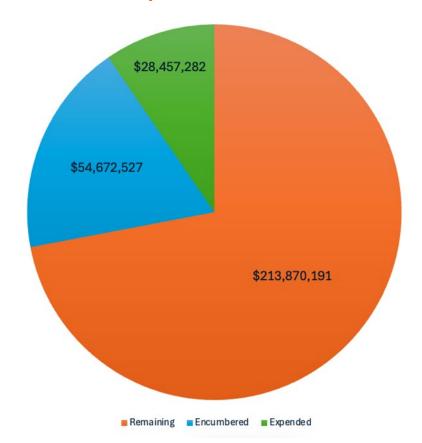
#### Directed Funding Quick Check Compliance Matrix

|  | NCAIP FY22   | NCAIP FY23   | NCAIP FY24   | NCAIP FY25   | GAL  | SCIF FY22  | SCIF FY23  | TRDF   |
|--|--|--|--|--|--|--|--|--|
| Authoritative Legislation                        | <u>SL 2021-180</u><br><u>SL 2023-134</u> (ext)   | <u>SL 2022-74</u>  | <u>SL 2023-134</u>   | <u>SL 2023-134</u>   | <u>SL 2019-231</u><br><u>SL 2022-74</u> (ext)  | SL 2021-180  | <u>SL 2022-74</u>  | <u>SL 2023-134</u>   |
| Encumbrance Deadline                             | N/A  | N/A  | N/A  | 7/1/2024-9/30/2026   | N/A  | N/A  | N/A  | N/A  |
| Expenditure Deadline                             | 7/1/2021–Expended  | 7/1/2022–Expended  | 7/1/2023–Expended  | N/A  | 7/1/2019–Expended  | 7/1/2021–Expended  | 7/1/2022–Expended  | 7/1/2023–Expended  |
| Capital Improvements Definition                  | Capital improvement projects include real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value | Capital improvement projects include real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value | Capital improvement projects include real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value | Capital improvement projects include real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value | Capital improvement projects include real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value | Capital improvement projects include new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value on property currently owned by the airport | Capital improvement projects include equipment acquisition (see 'equipment purchases allowable' row below), new construction or rehabilitation of existing facilities, and repairs and renovations over \$100,000 in value | Capital improvement projects include real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations |
| Independent Fee Estimates                        | Not Required   | Not Required   | Not Required   |
| Interest Tracking Required (earned and expended) | Tracking not required; Interest<br>must be expended on projects<br>within scope  | Tracking Required; Interest must<br>be expended on projects within<br>scope  | Tracking Required; Interest must<br>be expended on projects within<br>scope  | Tracking Required; Interest must<br>be expended on projects within<br>scope  | Tracking not required; Interest<br>must be expended on projects<br>within scope  | Tracking Required; Interest must<br>be expended on projects within<br>scope  | Tracking Required; Interest must<br>be expended on projects within<br>scope  | Tracking Required; Interest must<br>be expended on projects within<br>scope  |
| Debt Service Allowed                             | Allowable  | Allowable  | Allowable  | Allowable  | Allowable  | Not Allowable  | Not Allowable  | Not Allowable  |
| Equipment Purchases Allowable                    | Over \$100,000 with a useful life of 2+ years allowed  | Over \$100,000 with a useful life<br>of 2+ years allowed   | Over \$100,000 with a useful life<br>of 2+ years allowed   | Over \$100,000 with a useful life<br>of 2+ years allowed   | Over \$100,000 with a useful life<br>of 2+ years allowed   | Not Allowable  | Fixed, non-movable equipment<br>over \$5,000 with a useful life of<br>2+ years allowed   | Fixed, non-movable equipment<br>over \$5,000 with a useful life of<br>2+ years allowed   |
| Land Purchases Allowable                         | Allowable  | Allowable  | Allowable  | Allowable  | Allowable  | Not Allowable  | Not Allowable  | Allowable  |
| Matching Ability                                 | Funds can be utilized as a match for federal and state funds.  | Funds can be utilized as a match for federal and state funds.  | Funds can be utilized as a match for federal and state funds.  | Funds can be utilized as a match for federal and state funds.  | Funds can be utilized as a match for federal and state funds.  | Funds cannot be utilized as a match.   | Funds cannot be utilized as a match.   | Funds can be utilized as a match for federal and state funds.  |
| Yellow Book Audit Required                       | Level II subrecipients in 09 NCAC<br>03M.0205 (thresholds defined in<br>2 CFR 200.501 (a)  | Level II subrecipients in 09 NCAC<br>03M.0205 (thresholds defined in<br>2 CFR 200.501 (a)  | Level II subrecipients in 09 NCAC<br>03M.0205 (thresholds defined in<br>2 CFR 200.501 (a)  | Level II subrecipients in 09 NCAC<br>03M.0205 (thresholds defined in<br><u>2 CFR 200.501 (a)</u>   | Level II subrecipients in 09 NCAC<br>03M.0205 (thresholds defined in<br>2 CFR 200.501 (a)  | Level II subrecipients in 09 NCAC<br>03M.0205 (thresholds defined in<br>2 CFR 200.501 (a)  | Level II subrecipients in 09 NCAC 03M.0205 (thresholds defined in 2 CFR 200.501 (a)  | Level II subrecipients in 09 NCAC 03M.0205 (thresholds defined in 2 CFR 200.501 (a)  |
| DBE/MBE/WBE                                      | Must meet M/WBE goals for use of directed funds or DBE goals if federal funds are combined   | Must meet M/WBE goals for use<br>of directed funds or DBE goals if<br>federal funds are combined   | Must meet M/WBE goals for use<br>of directed funds or DBE goals if<br>federal funds are combined   | Must meet M/WBE goals for use<br>of directed funds or DBE goals if<br>federal funds are combined   | Must meet M/WBE goals for use<br>of directed funds or DBE goals if<br>federal funds are combined   | Must meet M/WBE goals for use of directed funds or DBE goals if federal funds are combined   | Must meet M/WBE goals for use<br>of directed funds or DBE goals if<br>federal funds are combined   | Must meet M/WBE goals for use<br>of directed funds or DBE goals if<br>federal funds are combined   |

The Division of Aviation works with the Office of State Budget and Management (OSBM) to get clarification on eligibility determinations. If you have a situation not addressed above, please work with your Airport Project Manager (APM) to determine eligibility.

## **Expenditures to Date**

28% of Funds Expended or Encumbered by the Recipients as of 3/7/25



| Largest Award Recipients                            |         |  |  |  |  |
|---|---------|--|--|--|--|
| Raleigh Executive Jetport at Sanford-<br>Lee County | \$28M   |  |  |  |  |
| Wilmington International Airport                    | \$21.9M |  |  |  |  |
| Hickory Regional Airport                            | \$19M   |  |  |  |  |
| Johnston Regional Airport                           | \$19M   |  |  |  |  |
| Harnett Regional Jetport                            | \$15.6M |  |  |  |  |
| Statesville Regional Airport                        | \$15.5M |  |  |  |  |
| Davidson County Airport                             | \$15M   |  |  |  |  |
| Burlington-Alamance Regional Airport                | \$14M   |  |  |  |  |
| Cape Fear Regional Jetport/Howie Franklin Field     | \$13.5M |  |  |  |  |
| Washington-Warren Airport                           | \$13.5M |  |  |  |  |

NCDOT Board of Transportation Meeting Minutes April 3, 2025

## What We're Excited About





ncdot.gov

**Update: 2024 TRDF Expenditures** 

## Airport Perspective

Dan Daniely, President & CEO

Burlington Alamance Regional Airport

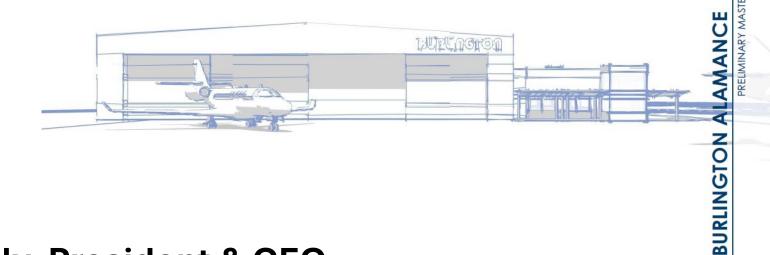
John Feguson, Airport Manager

Statesville Regional Airport

## Thank you!

ADB DESIGN SERVICES

## Airport Perspective



**Burlington Alamance Regional Airport** NCDOT Board of Transportation Meeting Minutes

Dan Daniely, President & CEO

April 3, 2025

## **Burlington Alamance Airport Authority**



## Burlington Alamance Airport Authority



## **Burlington Alamance Airport Authority**



## Thank you!





DEPARTMENT OF TRANSPORTATION APRIL 2, 2025

JOHN M. FERGUSON, A.A.E., NCAP AIRPORT DIRECTOR





### **AIRPORT USERS**

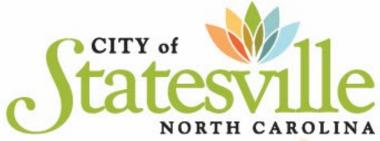
- VICTORY AIR
- CHAMPION AIR
- JRM MOTORSPORTS
- MTJ MOTORSPORTS
- PENSKE AVIATION
- CHECKERED FLAG
- ASHLEY FURNITURE
- SHERMAN WILLIAMS
- SCOTTS MIRACLE GROW
- BRIGGS AND STRATTON
- BONNIE PLANTS
- KOHLER PLUMBING



- RANDY MARION FORD, LINCOLN, ETC.
- RACE CITY AVIATION FLIGHT SCHOOL
- CROW AIR EXECUTIVE CHARTER
- CROSSWIND FLIGHT SCHOOL
- CAROLINA AVIATION TECHNICAL SERVICES
- IREDELL AIR CARE AIRCRAFT MAINTENANCE
- SUN ENERGY
- VELOCITY ONE AIRCRAFT MANAGEMENT
- WEST STAR AVIATION
- LIBERTY UNIVERSITY FLIGHT SCHOOL
- LYFT ACADEMY FLIGHT SCHOOL









# BIG NEWS JET EAST ARRIVES! NOW WEST STAR AVIATION 110 EMPLOYEES AND GROWING 160 EMPLOYEES BY DECEMBER







## **AIRPORT ACTIVITIES**

**WWII Aircraft** 



IREDELL COMPOSITE
SQUADRON
UNITED STATES
CIVIL AIR PATROL





EAA YOUNG EAGLES



**BOYS AND GIRLS CLUB** 



STATESVILLE POLICE DEPT CAMP





#### **AIRPORT EVENTS**

#### **EAA FORD TRI-MOTOR**



**DOC PAID A VISIT** 



#### **CAROLINA BALLOONFEST**





#### **OPERATIONS**



| OPERATIONS (Take-off or a Landing) |          |          |            |            |  |  |  |  |
|------------------------------------|----------|----------|------------|------------|--|--|--|--|
| OPS                                | FY 21-22 | FY 22-23 | FY 2023-24 | FY 2024-25 |  |  |  |  |
| JULY                               | 3,005    | 3,655    | 5,347      | 5,732      |  |  |  |  |
| AUG                                | 3,095    | 4,339    | 5,576      | 6,057      |  |  |  |  |
| SEP                                | 2,503    | 3,659    | 5,174      | 4,765      |  |  |  |  |
| ОСТ                                | 2,833    | 3,591    | 5,687      | 7,307      |  |  |  |  |
| NOV                                | 3,060    | 3,665    | 5,371      | 4,328      |  |  |  |  |
| DEC                                | 2,289    | 2,926    | 4,331      | 3,453      |  |  |  |  |
| JAN                                | 2,668    | 3,967    | 4,436      | 4,709      |  |  |  |  |
| FEB                                | 2,609    | 3,933    | 5,575      | 4,445      |  |  |  |  |
| MAR                                | 2,938    | 4,727    | 4,565      | 5,155      |  |  |  |  |
| APR                                | 2,873    | 3,698    | 5,386      |            |  |  |  |  |
| MAY                                | 2,611    | 4,929    | 5,138      |            |  |  |  |  |
| JUN                                | 3,829    | 5,881    | 6,641      |            |  |  |  |  |
| TOTAL                              | 34,313   | 48,970   | 63,227     | 45,951     |  |  |  |  |









## **HURRICANE HELENE**

















- Estimated Cost: \$12.7 million
- TRDF Grant: \$12.7 million
- Three Floors
- Potential restaurant with outdoor seating on third floor
- Offices for Rent
- Pilot Lounge with 2 sleep rooms
- Large conference room



STATESVILLE REGIONAL AIRPORT TERMINAL BUILDING





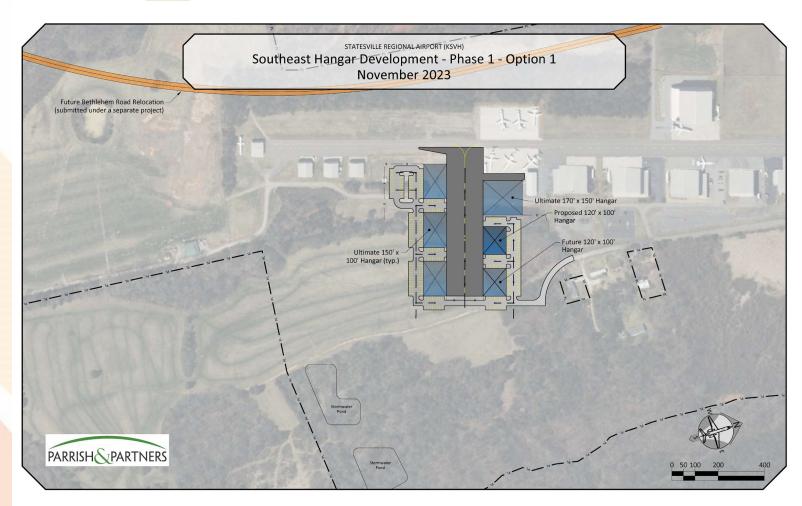


South - West Elevation



tatesville SOUTH CORPORATE DEVELOPMENT

**TRDF FUNDS-\$8.5 MILLION AIG FUNDS- \$2.7 MILLION** 



# SCITY of STATE STATE CAROLINA

REGIONAL AIRPORT



Kapsch TrafficCom



## **V2X & Connected Vehicle Technology**

NCDOT Advanced Technology Committee

Lauri Brady, Vice President, Sales and Business Development

#### Kapsch >>>

#### **Enabling Transportation Evolution**

#### **Connected Vehicle Hardware**

#### Best in class, global platform solutions

In-vehicle & roadside solution





#### **Corridor Management**

#### CV data access and device management

- Operate & maintain CV devices and sensors
- Collect, store & distribute CV message & usage data



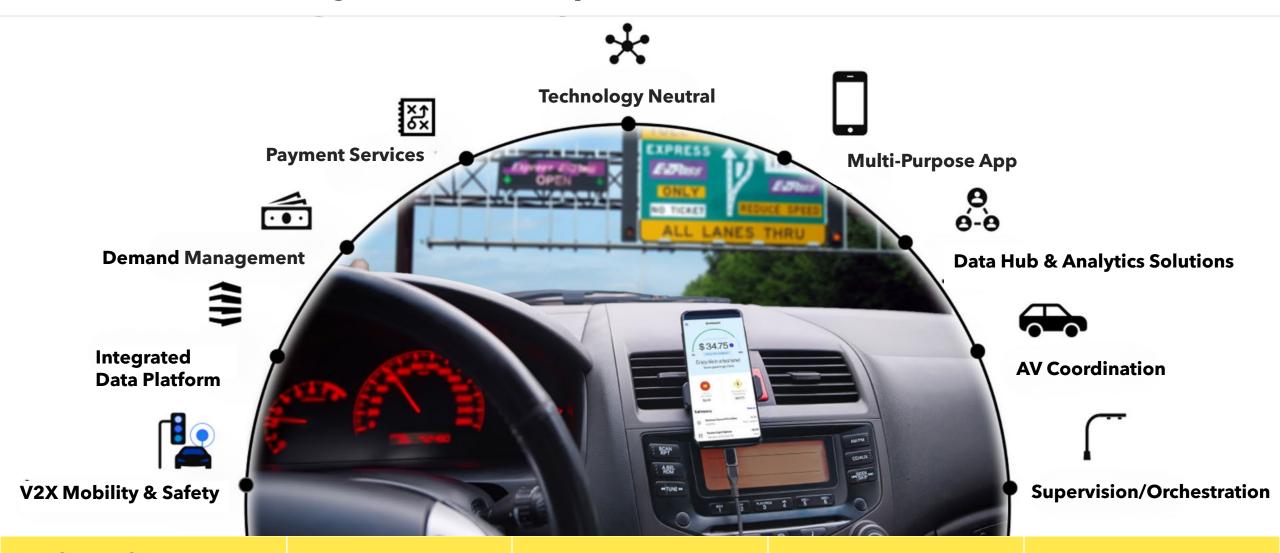
#### **Orchestrated Connected Corridor**

## Digital corridors that enable cross-domain services and solutions

- Operationalize data & insights
- Flexible platform suite for highway and urban environments
- Transition legacy systems to digital infrastructure



## Our Vision will deliver solutions & services across our different market segments to multiple customers.

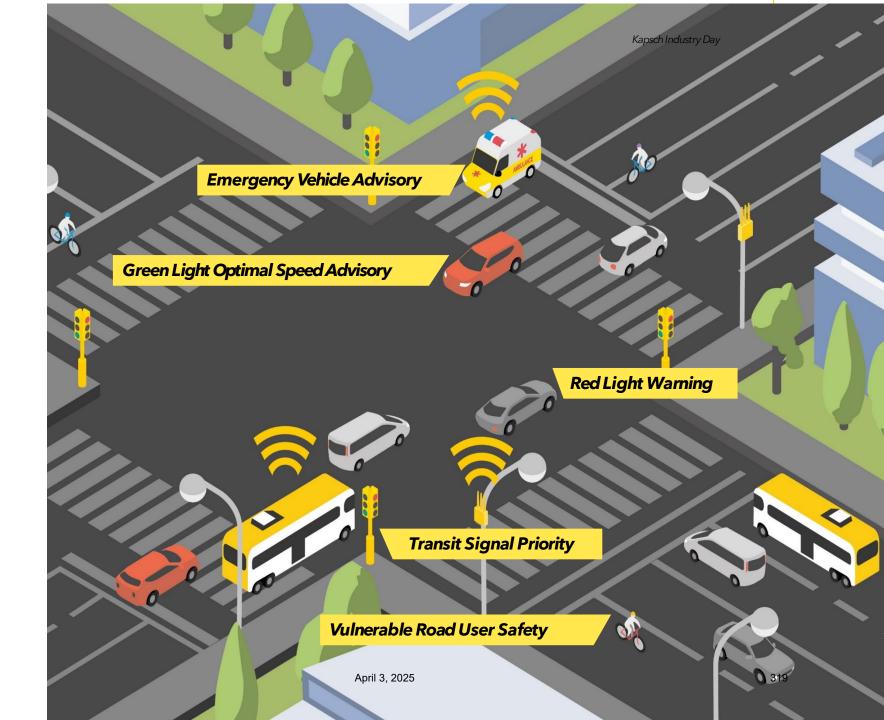




## **Connected Intersection**

Safety awareness and mobility through an intersection or corridor of intersections.

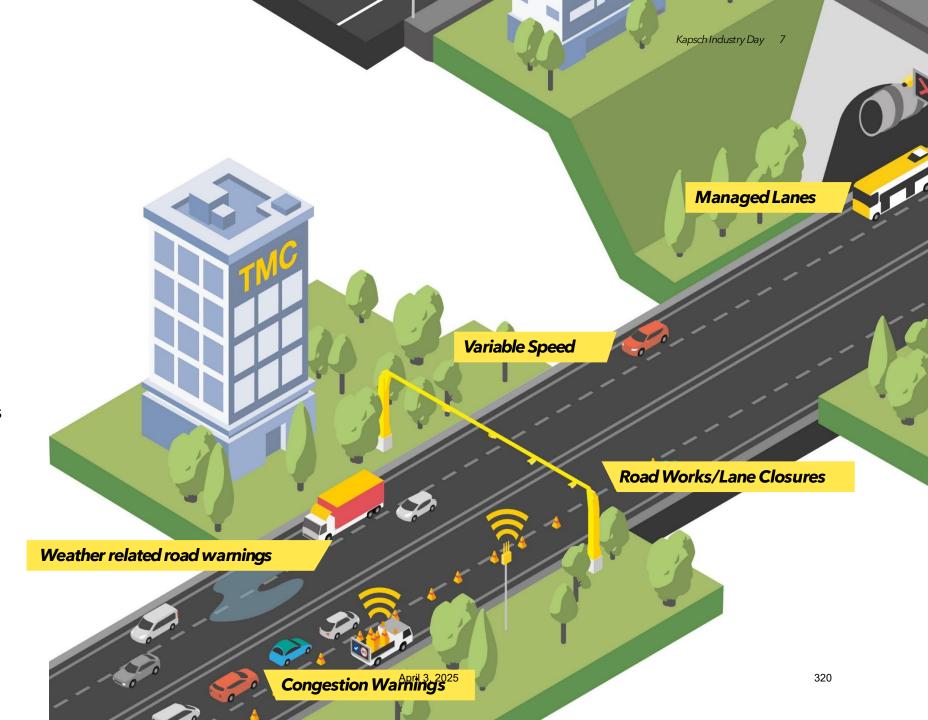
- Transit/Freight Priority, Emergency Vehicle Preemption
- Vulnerable Road User Safety
- Left Turn Assist
- Green Light Optimal Speed Advisory
- Emergency Vehicle Advisory
- Near Miss
- Red Light Warning



# **Connected Highway**

Traffic mobility insights which may impact the efficiency of travel within highways.

- Variable Speed
- Managed Lanes
- Congestion/Queue Warnings
- Weather related road warnings
- Road Works/Lane Closures
- Toll Services







#### **Kapsch Current Toll Position and Migration**

Kapsch's unique position of providing both tolling and traffic equipment and services allows us to transition to a connected world, while providing today's solutions.

#### **Kapsch RFID Toll Equipment**

- Over 4000 miles of roadside equipment
  - Gantries
  - Readers and AVI Equipment
- 111M Transponders
- Provider to E-ZPass for over 30 years.

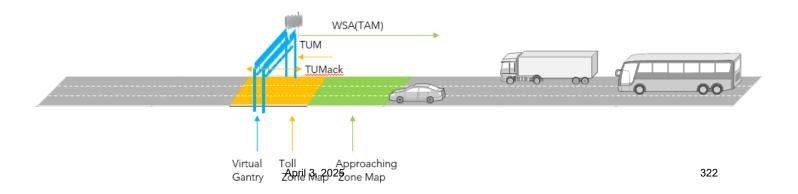
#### **Kapsch CV Solution/Migration**

- RSUs will be gantry mounted and will communicate with test vehicles using C-V2X Protocol
- Vehicles will display toll rate prior to gantry
- Vehicle will confirm passage through toll point
- Vehicle will display a toll receipt





NCDOT Board of Transportation Meeting Minutes



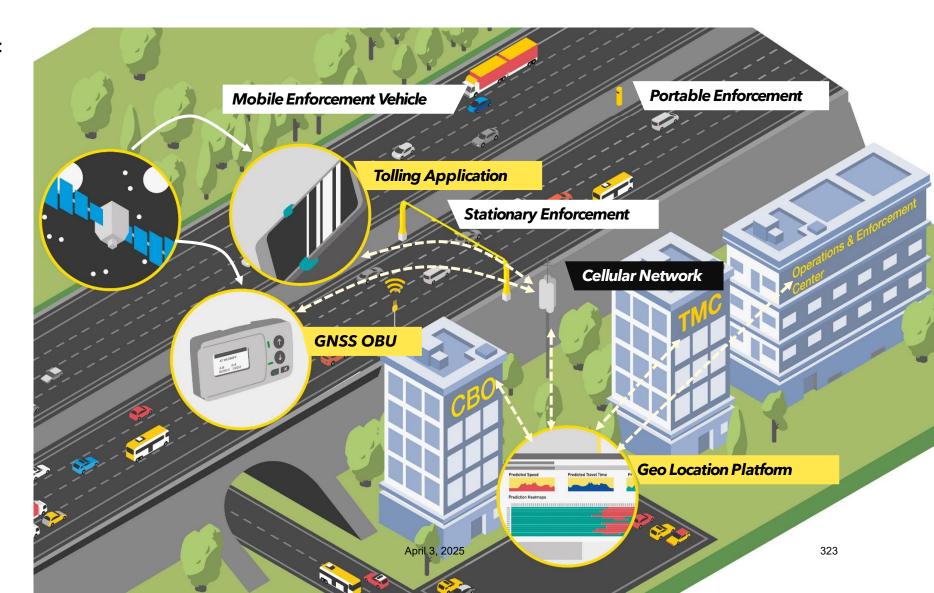
# **Connected Tolling Use Cases**

### Tolling use cases include, but not limited to:

- MLFF
- Nationwide / Regional
- Managed Lanes
- Road User Charging
- Barrier Lanes

### Implemented via:

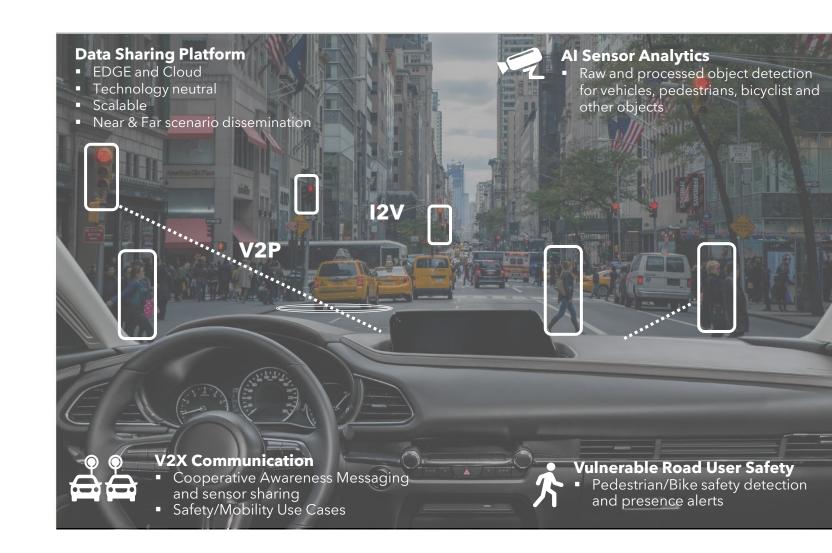
- Video based
- Virtual RSU
- V2X RSU
- Location Based

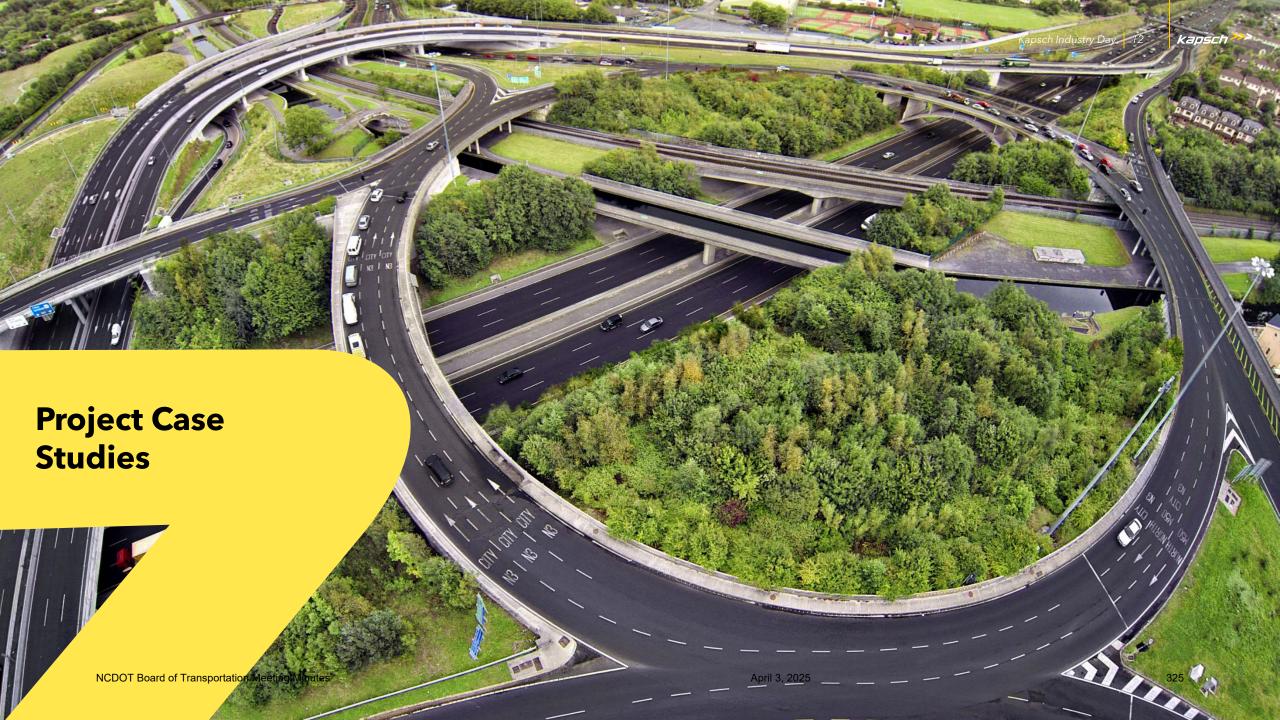


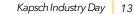


### **Advanced Driver Assistance System (ADAS) Support**

- Traffic safety and mobility insights translated from human usage for ADAS system input
- May address highway or urban environments
- Leverages same Traffic and Connected Intersection Use Cases
  - Vulnerable Road User Safety\*
  - Left Turn Assist\*
  - Green Light Optimal Speed Advisory
  - Road Works Warning
  - Congestion
  - Lane Closures
  - Stopped Vehicle
- Latency requirements based on use case and **ADAS** input requirements











MTO 401 V2X CAV Corridor

407 ETR Connected Vehicle Corridor

### **M**ichigan

Michigan CV-ATMS

Macomb County CV Pilot

### Connecticut

## Ohio

点 Invest Ottawa Smart Intersection

↑□ Transport Canada/ PMG Test Facility

★ Montreal Connected Intersection

U.S. 33 Smart Mobility Corridor Program



Smart Columbus Roadside Unit System Integrator

### **Vi**rginia

★ VDOT eWalk Pilot

### North Carolina

🔘 Town of Cary, NC SPaT Corridor

### Georgia

### **Fl**orida

The Ray I-85, GA

🛕 🖸 Pinellas Connected Corridor; SPaT CV Corridor

🕏 SR-434 PedSAFE (Orlando) 🛮 🔘 🖳 Keys COAST

D5 CV Corridor (Orlando)



**W** US 41 FRAME

April 3, 2025





CTRMA V2X Tolling Demo

### **Gwinnett County Smart Corridor**

Improve safety and reduce congestion with V2X in Georgia

### **Objectives**

- Pedestrian and fire, transit and maintenance vehicle safety
- Accelerated Deployment of C-V2X
- Reduce Congestion
- Reduction of Traffic Crashes
- Improve Mobility within the Region

### **Use Cases**

- Signal Phase and Timing (SPaT)
- Emergency Vehicle Preemption (EVP)
- Transit Signal Priority (TSP)
- Construction and Maintenance Vehicle Alert (CMVA)
- Rail Intersection Blocked Alert (RIBA)
- Pedestrian Presence Alert (PPA)

### Locations

- 90+ Kapsch On-Board Units (OBUs)
- vRSU deployed NCDOT Board of Transportation Meeting Minutes



Construction and Maintenance Vehicle Alert (CMVA)



Rail Intersection Blocked Alert (RIBA)



Pedestrian Presence Alert (PPA)



## Pinellas Smart Community: Scaling to Operational C-ITS Services

Develop and integrate emerging technology solutions that expand upon existing Kapsch solutions for the county

### **Objectives**

- Pedestrian safety
- Accelerated Deployment of C-V2X
- Reduce Congestion
- Reduction of Traffic Crashes
- Improve Mobility within the Region

### **Use Cases**

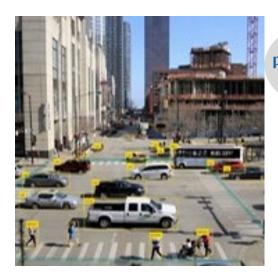
- Connected Intersection
- Connected Corridor

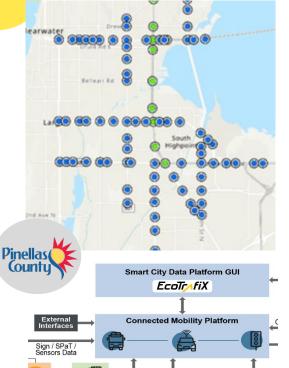
### Locations

- 100+ C-V2X equipped locations
- 9+ Intersections w/ Video Analytics
- 100% vRSU coverage











### **Michigan CV-ATMS**

The State of Michigan (SOM) is deploying a new Connected Vehicle -Advanced Traffic Management System that provides high-level functionality to improve transportation safety, mobility, and system performance

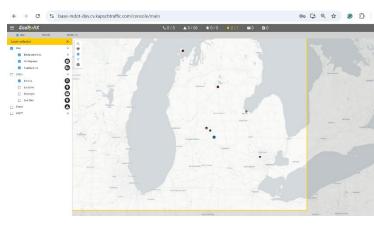
### **Objectives**

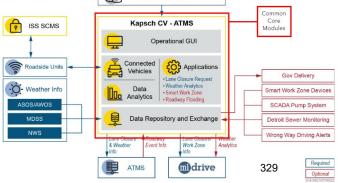
- Integrate and configure field devices through a map-based, user interface.
- Remotely operate, monitor, and manage field devices.
- Collect, ingest, store, and analyze data generated from field devices.
- Enhance MDOT's use of field device, mobile, and fixed data.
- Manage data, data exchange, certificate management, security, and message assembly.

### **Use Cases**

- Connected Highway
- Connected Intersection
- Work Zone/Lane Closure application
- Weather Event Dissemination and Analytics
- Integration with Statewide ATMS & MI-Drive







### Locations

NCDOT Board of Transportation Meeting Minutes

All state managed roadways within Michigan

### **German Autobahn C-ITS Program**

Europe's largest cooperative Intelligent Transport Systems (C-ITS) project for regular highway traffic

### **Objectives**

- Improve road safety by providing early warning to road users.
- Protect construction workers, especially in short-term construction sites and when working in moving traffic
- Send messages to all vehicles equipped with C-ITS technology, which currently make up 5-8% of the total in Germany (VW Id3, Id4, Buzz...).

### **Use Cases**

- Connected Highway
- Road Works Warning

### Locations

- German highway network (approx. 13,000 km)
- 1,200 ITSG5 Roadside locations initially











Contact us Kapsch TrafficCom North America Lauri.Brady@kapsch.net Steve.Sprouffske@kapsch.net www.kapsch.net



# **NCDOT Mental Health Training Update**

John Eley, Assistant HR Director - HR Services

April 2, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

### **Suicide Prevention Emphasis**

**NCDOT Support Strategies** 

- Providing resources on Inside NCDOT
- Share monthly communications to all employees
- Identify training resources for employees through MYgroup
- Work with Mygroup and Cary Psychology for suicide training
- MDR, FFDEs, and Critical Incident Response
- Human Resources working with employees and family members



### **NCDOT Mental Health Training**

**NCDOT Support Strategies** 

- August 2024 partnered with our EAP provider Mygroup to provide mental health training
- In-person and virtual classes
- September 2024 HR also partnered with Teia Poulin from Cary Psychology to roll out required in-person training to all 14 Divisions
- In-person Mental Health training is currently being coordinated across the department to include all units



### **Human Resources Partnership with MYgroup**

**Courses Provided in 2024** 

### Recognizing the Troubled Employee (147 Participants in 2024)

- Addresses the sensitive subject of suicide and is designed to ease the anxiety around the topic as well as provide managers with guidance on the triggers to watch.
- Course is provided in-person in our Introduction to Management and Supervision seminar, as well as offered virtually in our Learning Management System (LMS) to managers and supervisors.



### **Human Resources Partnership with MYgroup**

**Courses Provided in 2024** 

### Building Better Mental Health (82 Participants in 2024)

- Focuses on looking at our mental and emotional wellbeing
- Provided virtually in our Learning Management
   System to all employees

### Building Your Resiliency Muscles (57 Participants in 2024)

- Teaches the basic elements of building resiliency to deal with stress or loss
- Virtual class for all employees through our Learning Management System



### **Human Resources Partnership with MYgroup**

**Courses Provided in 2025** 

• In 2025, we continued offering Recognizing the Troubled Employee and added:

### Leveraging Generational Diversity

• Focuses on multi-generational teams and the challenges and opportunities they bring, provided virtually in LMS

### Adapting and Thriving Through Change

 Explores feelings, thoughts, and actions as it relates to change and offers strategies for coping with them, provided virtually in LMS



Teia is a Licensed Clinical Mental Health Counselor who has direct response experience with numerous large-scale disasters and traumatic events, to include the mass shootings at Virginia Tech University and Carthage Nursing Home.

- EMDR, Flash Technique, ACT, CBT, EFiT
- N.C. Law Enforcement Assistance Program (NCLEAP)
- North Carolina State Highway Patrol (Retired)

- Raleigh Police Department
- U.S. Navy Corpsman
- Jacksonville Rescue Squad











Mental Health Awareness Training (767 Participants since September 2024)

- Understanding trauma and how what you don't know can hurt you
- Increasing awareness and taking steps to improve your overall health, coping and resilience, and self-regulations skills
- Providing in-person training to all employees



- Building Resiliency
- Recognizing where we are and what to do about it
- Identifying signs/symptoms of the suicidal employee
- What to do when an employee displays signs/symptoms

"Suicide is not about wanting to die – it is about wanting the suffering to end."



These cards are presented to each employee at the Mental Health in-person

training to keep on hand for reference

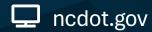




# **Contact Us**

John Eley, Assistant HR Director – HR Services

jweley@ncdot.gov 919-814-2155





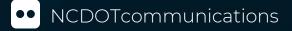














# Thank you!

# RESOLUTION FOR ENOCH R STALEY HIGHWAY

WHEREAS, Enoch R. Staley was born on April 8, 1918 in Wilkes County, N.C.; and,

**WHEREAS,** Staley, along with his partners, constructed the five-eighths-mile North Wilkesboro Speedway in 1947, with the first race being held on May 16, 1947; and,

**WHEREAS,** Staley, Bill France Sr. and other promoters met at the Hotel Wilkes in North Wilkesboro and made plans for a meeting February at Ormond Beach, Fla., the meeting where NASCAR was officially formed; and,

**WHEREAS,** Staley served as the acting chief executive officer and president of North Wilkesboro Speedway and was a driving force in the success of NASCAR by promoting other racetracks and events; and,

**WHEREAS,** Staley also served as the president of Asheville-Weaverville Speedway and a partial owner of the Hillsborough Speedway; and,

**WHEREAS,** Staley passed away suddenly in 1995 and a short time later the North Wilkesboro Speedway was sold and races scheduled for the speedway were assigned to other locations until the North Wilkesboro Speedway was reopened in 2023; and,

**WHEREAS,** the Wilkes County Board of Commissioners wants to honor the life and achievements of Enoch R. Staley and requests that the N.C. Board of Transportation designate a highway in his honor; and,

### NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation honorarily designates Speedway Road (S.R. 2355) between N.C. 115 and Antioch Church Road in Wilkes County as *Enoch R Staley Highway*.

That appropriate signs will be erected at a suitable time.

Adopted this the  $3^{rd}$  day of April 2025 by the North Carolina Board of Transportation.

muchael 5. Fox

1

Secretary of Transportation
April 3, 2025 3

# RESOLUTION FOR SENATOR ELIZABETH DOLE HIGHWAY

WHEREAS, Mary Elizabeth Alexander Hanford Dole was born July 29, 1936, in Salisbury, N.C.; and,

**WHEREAS,** Dole graduated with distinction from Duke University in 1958 as a member of Phi Beta Kappa, and became one of only 24 women in a class of 550 to earn a law degree from Harvard University Law School in 1965; and,

**WHEREAS,** Dole dedicated herself to a lifetime of service to others, especially women and minorities, and achieved much for the people she served throughout the world; and,

**WHEREAS,** Dole is credited with saving thousands of lives by working with Congress to enact laws to raise the drinking age to 21 and helping issue the landmark regulation that led to the first state seat belt laws and airbags in cars; and,

**WHEREAS,** Dole devoted herself early on in her career to public safety, serving as deputy to the special assistant for consumer affairs during President Richard Nixon's administration; and,

**WHEREAS,** Dole in 1983 became the first woman appointed to be the U.S. Secretary of Transportation and later became only the second woman to serve as president of the American Red Cross; and,

**WHEREAS,** Dole would later serve for six years as a member of the Federal Trade Commission and two years as assistant to President Ronald Reagan for Public Liaison; and,

WHEREAS, Dole also served as the U.S. Secretary of Labor under President George H.W. Bush; and,

**WHEREAS,** Dole became the first woman to represent North Carolina in the U.S. Senate, serving from 2003-2009; and,

**WHEREAS,** Dole championed a number of causes during her decades of leadership in public service, including promoting workplace safety, helping at-risk youth, pushing equal rights for women and working to support the families of the nation's wounded military veterans; and,

**WHEREAS,** Dole received numerous awards for her work, including the Presidential Medal of Freedom, the Sylvanus Thayer Award from the U.S. Military Academy at West Point, and the Gerald R. Ford Medal for Distinguished Public Service; and,

**WHEREAS,** North Carolina State Rep. Harry Warren and the city of Salisbury request that the N.C. Board of Transportation designate a highway in honor of Dole.

### NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation honorarily designates Interstate 85 within the Salisbury city limits from near Exit 75 to Bringle Ferry Road in Rowan County the *Senator Elizabeth Dole Highway*.

That appropriate signs will be erected at a suitable time.

Adopted this the  $3^{rd}$  day of April 2025 by the North Carolina Board of Transportation.

Chairman

Secretary of Transportation
April 3, 2025 3

NCDOT Board of Transportation Meeting Minutes

# Fransportat

# RESOLUTION FOR **DAVE PHILLIPS HIGHWAY**

**WHEREAS,** Dave Phillips was born in High Point, N.C., on May 11, 1942, and attended Choate Rosemary Hall Boarding School in Connecticut and the University of North Carolina at Chapel Hill; and,

WHEREAS, Phillips founded, owned, developed and led three High Point companies; and,

**WHEREAS,** Phillips was the chairman and chief executive officer of Phillips Industries, Inc. in High Point; and,

**WHEREAS,** Phillips was the founding chairman of the Piedmont Triad Partnership and the High Point Economic Development Corporation; and,

**WHEREAS,** Phillips was the U.S. Ambassador to Estonia under President George W. Bush and was the N.C. Secretary of Commerce under North Carolina Governor James B. Hunt; and,

**WHEREAS,** Phillips served on the N.C. Board of Transportation and was instrumental in bringing to fruition the U.S. 311 Bypass project, which is now part of Interstate 74; and,

**WHEREAS,** Phillips also helped secure funding from the state for the complete renovation of the High Point Train Depot; and,

**WHEREAS,** Phillips served on the boards of the prestigious Smithsonian Institution and the National Trust for Historic Preservation; and,

WHEREAS, Phillips also served on educational boards, including the Wake Forest University Graduate School of Management and the Medical Center; the Duke University Trinity Board; the Choate School; High Point University; Westchester Country Day School; and the N.C. School of the Arts Board of Visitors; and,

**WHEREAS,** Phillips was also involved in many civic organizations, including the High Point Chamber of Commerce, the United Way, the N.C. Zoological Park Society, the N.C. Chamber of Commerce, Old Salem, and Reynolda House; and,

WHEREAS, Phillips and his wife, Kay, were generous in the community as members of the High Point United Way Tocqueville Society and were contributors to the Lillian Phillips Cancer Pavilion at High Point Medical Center Atrium Health Wake Forest Baptist, and at Duke University, where they created the Ambassador Dave and Kay Phillips Family International Lecture Series; and,

**WHEREAS,** High Point City Council requests that the N.C. Board of Transportation designate a highway in honor of Stanley Davis (Dave) Phillips.

### NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation honorarily designates I-74 Bypass in High Point between North Main Street and I-85 Business in Guilford County the *Dave Phillips Highway*.

That appropriate signs will be erected at a suitable time.

Adopted this the 3<sup>rd</sup> day of April 2025 by the North Carolina Board of Transportation.

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Chairman

Secretary of Transportation
April 3, 2025 3

NCDOT Board of Transportation Meeting Minutes

# **Transporta**1

# RESOLUTION FOR CONEN MORGAN INTERCHANGE

**WHEREAS,** Conen Morgan was a Raleigh native, a graduate of Garner Magnet High School and N.C. State University; and,

**WHEREAS,** Morgan was a member of the Kappa Xi Chapter of Kappa Alpha Psi fraternity, and was known as a trailblazer in North Carolina politics and community service; and,

WHEREAS, Morgan was a leader in his community and served on the boards of Advance Carolina and Blueprint NC, was a partner with the Truman National Security Project, and was chairman for the Professional Golf Association's Wyndham Championship Golf Tournament; and,

**WHEREAS,** Morgan started his political career as Senate president at N.C. State University, then as a leader in a North Carolina young adult political organization, then as the first Black campaign manager for a gubernatorial candidate in North Carolina; and,

WHEREAS, Morgan later co-founded and served as managing partner for the Longleaf Agency, where he led many successful political campaigns and supported the historic campaigns of Vi Lyles and Elaine M. O'Neill, the first African-American female mayors of Charlotte and Durham, respectively; and,

**WHEREAS,** Morgan received numerous awards and recognitions, including the Order of the Long Leaf Pine, the President's Volunteer Service Award, the Harry S. Truman Award for the Greatest Contribution to the Truman Community, and the Dr. Jason Painter Distinguished Service Award for exceptional dedication to science education through the North Carolina Science Olympiad; and

**WHEREAS,** Morgan was dedicated to science education as evidenced by his 30 years of service to the North Carolina Science Olympiad as a competitor, event leader, and award ceremony emcee; and,

WHEREAS, Morgan died tragically in a boating accident in 2023; and,

**WHEREAS,** the city of Raleigh requests that the N.C. Board of Transportation name an interchange in honor of Conen Morgan.

### NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the interchange on Interstate 440 at Capital Boulevard in Raleigh as *Conen Morgan Interchange*.

That appropriate signs will be erected at a suitable time.

Adopted this the 3<sup>rd</sup> day of April 2025 by the North Carolina Board of Transportation.

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Chairman
NCDOT Board of Transportation Meeting Minutes

Secretary of Transportation
April 3, 2025
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# **2024 NCDOT Wildflower Awards**

Jeremy A. Goodwin PE State Roadside Environmental Engineer



Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina







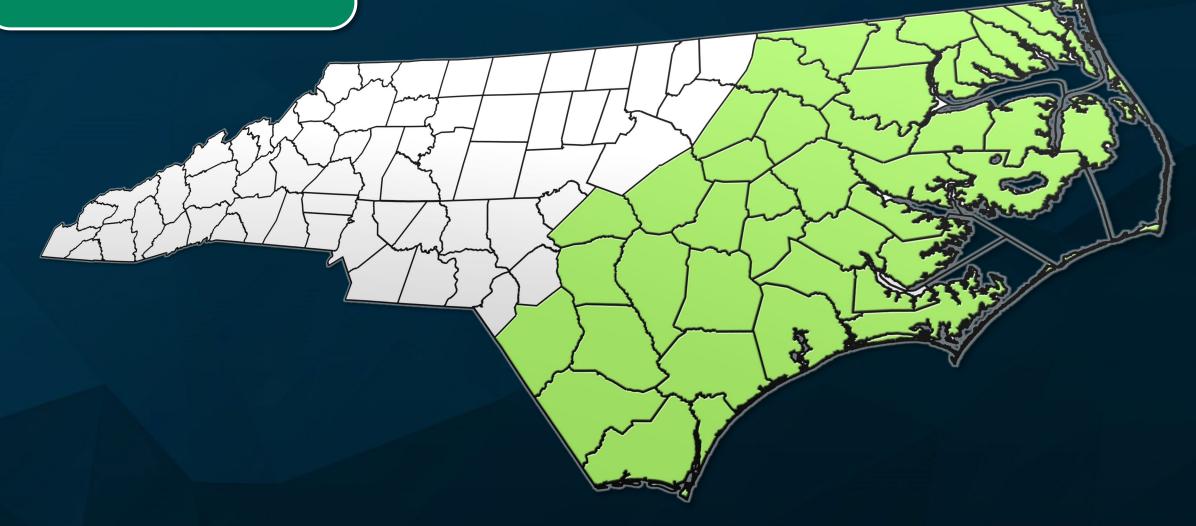








# Wildflower Awards **Eastern Region**











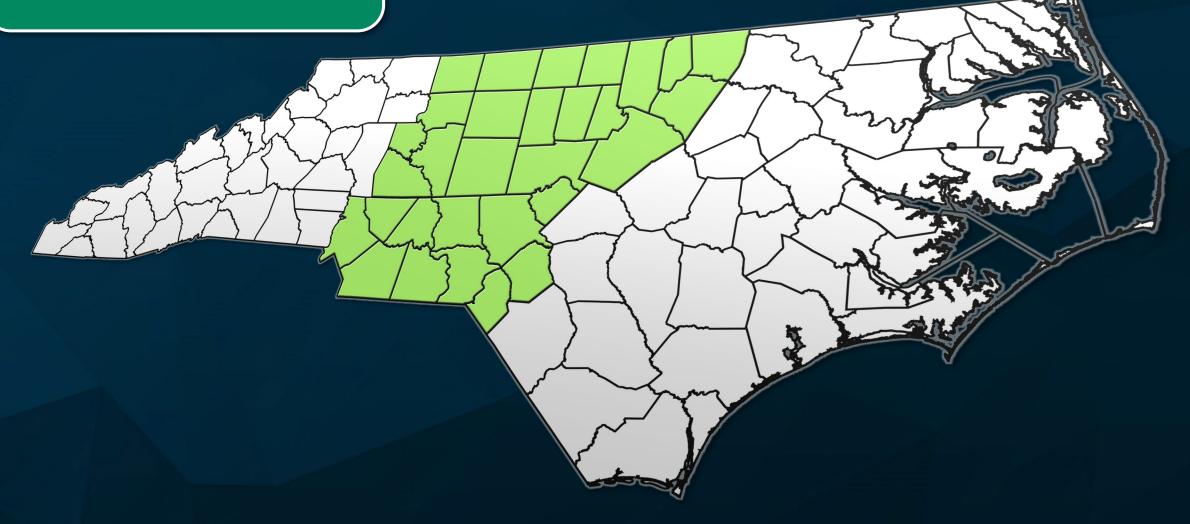








## Wildflower Awards Central Region



CDOT Board of Transportation Meeting Minutes April 3, 2025









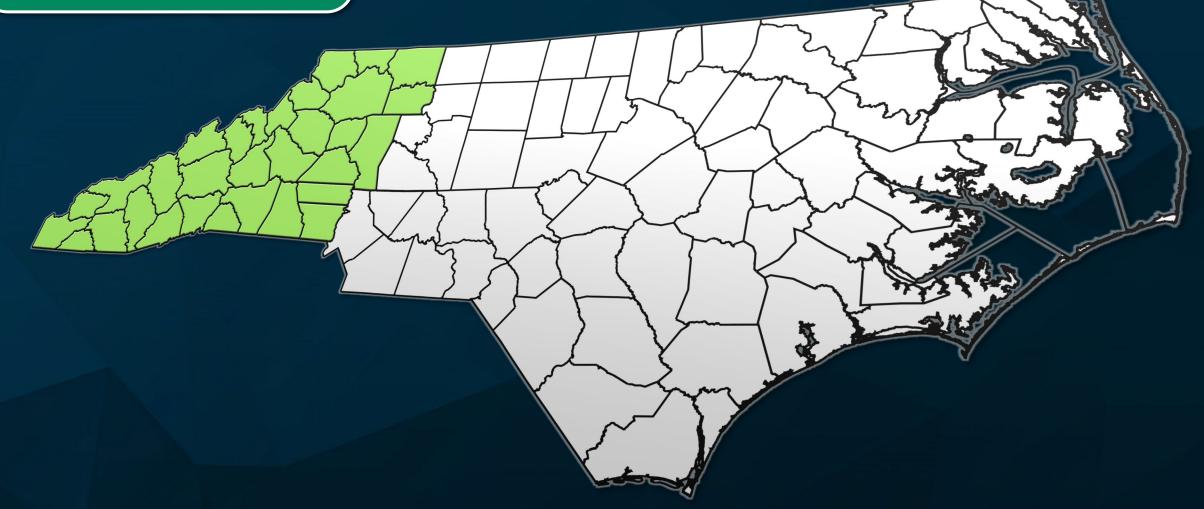








## Wildflower Awards West Region



















## Wildflower Awards Best Overall























# 40 Years of Beauty on North Carolina Roads



1985 - 2025

#### North Carolina Board of Transportation



1 South Wilmington Street Raleigh, North Carolina 27601

**April 3, 2025** 

#### SFY2025 - SFY2026 Spend Plan Amendment 2

#### **Background**

As prescribed by Session Law 2020-91 Section 5.1(a)(f) titled Board of Transportation Restructure: Duties and Powers of the Board specifically (1a) and (1b)

- To review and take action on each Spend Plan developed by the Department of Transportation as required by North Carolina General Statute § 143C-6-11.1. An approved Spend Plan must be fiscally responsible while accomplishing transportation goals across the state.
- To ensure that the Department of Transportation is operating within the approved Spend Plan.

#### **Information**

- The Board of Transportation approved the SFY2025 SFY2026 Spend Plan on June 6, 2024.
- The Board approved the SFY2025 SFY2026 Spend Plan Amendment I during its August 7, 2024 meeting.

#### **Action**

 The Board is scheduled to vote on the SFY2025 – SFY2026 Spend Plan Amendment II during its April 3, 2025 meeting.



## STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

DATE: March 11, 2025

TO: NCDOT – Board Members

FROM: Matthew Clarke, Director

**Technical Services** 

SUBJECT: 2025 Traffic Noise Policy

The Traffic Noise and Air Quality Group of the Environmental Analysis Unit presents for the Board of Transportation's review and approval a proposed revision to the NCDOT Traffic Noise Policy (attached). The purpose of the Traffic Noise Policy is to describe the process NCDOT uses in determining traffic noise impacts and abatement measures (usually noise walls) along its projects in compliance with Federal regulations on the procedures for abatement of highway traffic noise. The policy is reviewed and revised as appropriate on a five-year cycle, with the next review scheduled for 2026. This minor revision will not replace that major review effort. Instead, it proposes an interim modification that will allow for the immediate implementation of streamlined noise evaluation on some projects, as further described below.

The Federal Highway Administration currently permits a state highway agency to use particular traffic noise screening tools as long as they are included in the state's noise policy. These kinds of screening tools enable the state highway agency to exempt certain projects from a detailed noise study when the screening tool finds them unlikely to cause traffic noise impacts. NCDOT's current policy is silent on the use of these screening tools, and because the use of such tools would save time and money by reducing unnecessary analysis conducted for projects that are not likely to cause noise impacts; the Traffic Noise and Air Quality Group recommends adding a stipulation to the policy allowing for the use of FHWA-approved noise screening tools. Specifically, the policy would be amended to state:

Location:

#### Screening Analysis for Projects

A screening analysis using an FHWA-approved traffic noise screening tool and associated procedures may be conducted on Type I projects where noise impacts are not anticipated, provided the project's site conditions meet the criteria prescribed by FHWA's screening tool guidance. When such a screening analysis concludes that a detailed noise analysis is not required because the potential for traffic noise impacts is low, a memorandum to file documenting this may be prepared in lieu of a detailed noise study.

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## NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## **2025** Traffic Noise Policy



Effective Date: 4/3/2025





**Sponsors:** Tracy E. Roberts, AICP

Traffic Noise and Air Quality Group Leader

**Approved By:** 

Date of ApprovalMatthew Clarke

**Director of Technical Services** 

Date of ApprovalJoey R. Hopkins

Secretary of Transportation

Date of ApprovalMichael S. Fox, Chairman

Board of Transportation

**Person Responsible for Policy:** Matthew Clarke, Director

Technical Services 1 S. Wilmington Street Raleigh, NC 27601

Phone Number (919) 707-2517



#### **2025 TRAFFIC NOISE POLICY**

**NCDOT POLICY** 

F.35.0103

| Business Category: Division of Highways (DOH)  |  | Business Area: Traffic Noise and Air Quality Group |  |
|--|--|--|--|
| Approval Date: 6/13/1990 Last Revision Date: 04/03/2025  |  | Date: 04/03/2025                                   | Next Review Date: 11/5/2026                              |
| Authority:  23 Code of Federal Regulations Part 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise |  | r Abatement of                                     | Select all that apply:  ☐ N/A  ☐ Requires Board approval |

#### **Definitions:**

- "Decibel (dB)" shall mean the logarithmic unit for measuring sound pressure levels. For traffic noise measurements, decibels are most reported in terms of the A-weighing frequency scale, which best includes the frequencies to which human hearing is typically most sensitive and is denoted by the abbreviation dB(A).
- "Leq" shall mean the equivalent steady -state sound level which, in a defined period of time, contains the same amount of acoustic energy as a time-varying sound level during the same period of time.
- "Receptor" shall mean any location that receives traffic noise.
- "Impacted Receptor" shall mean a receptor for which the predicted hourly equivalent traffic noise level 1) meets or exceeds the approach criteria value found in Table 1 of this policy or 2) exceeds the existing ambient noise level by 10 dB(A) or more.
- "Benefited Receptor" shall mean all receptors, both impacted and non-impacted, that receive a noise level reduction of 5 dB(A) or more through placement of a noise abatement measure.
- "Noise Abatement Measure" shall mean any method used to reduce traffic noise levels, such as noise walls and earthen berms.
- "Worst Noise Hour" shall mean the hour within a day in which the highest magnitude hourly equivalent sound level occurs. The worst traffic noise hours typically occur when traffic flows freely at a high volume compared to the peak traffic hour volume, with a high percentage of trucks.
- "Practicable" shall mean available and capable of being done after taking into consideration cost, existing technology, and logistics considering overall project purposes.

#### INTRODUCTION

This document represents the North Carolina Department of Transportation (hereinafter NCDOT) policy on highway traffic noise and construction noise and describes the implementation of the requirements of the Federal Highway Administration (hereinafter FHWA) Noise Standard at 23 Code of Federal Regulations Part 772 (23 CFR 772) as they relate to federal-aid and select state-funded highway construction in North Carolina. This policy was developed by the NCDOT and reviewed and approved by the FHWA.

The North Carolina Department of Transportation Traffic Noise Manual and 23 CFR 772 are intended to be companion documents to this policy.

#### **PURPOSE**

This policy describes the NCDOT process that is used in determining traffic noise impacts and abatement measures and the equitable and cost-effective expenditure of public funds for noise abatement. Where the FHWA has given highway agencies flexibility in implementing the 23 CFR 772 standards, this policy describes the NCDOT approach to implementation.

#### Federal-Aid Projects

This policy applies to all "Type I" federal or federal-aid highway projects in the State of North Carolina, including federal projects that are administered by local public agencies. Therefore, this policy applies to any highway project that is funded with federal-aid highway funds or requires FHWA approval regardless of funding sources. NCDOT does not participate in nor fund Type II (retrofit) projects along existing transportation facilities. Noise analyses are not required for Type III projects. Each of these project types are defined below. This policy shall be applied uniformly and consistently to all Type I federal projects throughout North Carolina.

#### Type I Project

- (a) The construction of a highway on new location; or,
- (b) The physical alteration of an existing highway where there is either:
  - (i) Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
  - (ii) Substantial Vertical Alteration. A project that removes shielding, therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
- (c) The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
- (d) The addition of an auxiliary lane 2500 feet long or longer; or,
- (e) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
- (f) Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
- (g) The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
- (h) If a project is determined to be a Type I project under this definition, then the entire project area as defined in the environmental document is a Type I project.

#### Type II Project

A Federal or Federal-aid highway project for noise abatement on an existing highway. For a Type II project to be eligible for Federal-aid funding, the highway agency must develop and implement a Type II program in accordance with 23 CFR 772.7(e).

#### Type III Project

A Federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require noise analysis.

The highway traffic noise prediction requirements, noise analyses, noise abatement criteria, and requirements for informing local officials in 23 CFR 772 and this policy constitute the noise standards mandated by 23 U.S.C. 109(1). All federally funded highway projects which are developed in conformance with this policy shall be deemed to be in accordance with the FHWA noise standards.

#### **State-Funded Projects**

Projects that are State funded do not use the federal project type designation for applicability.

This policy will apply to State funded projects located on a US or Interstate route that has full control of access where the project involves adding a through-traffic lane.

All other State-funded projects for which a State Environmental Assessment (EA) or State Environmental Impact Statement (EIS) is prepared will comply with the North Carolina Environmental Policy Act (SEPA) and the North Carolina Administrative Code. For these projects, noise barriers will be considered where practicable.

#### **Screening Analysis for Projects**

A screening analysis using an FHWA-approved traffic noise screening tool and associated procedures may be conducted on Type I projects where noise impacts are not anticipated, provided the project's site conditions meet the criteria prescribed by FHWA's screening tool guidance. When such a screening analysis concludes that a detailed noise analysis is not required because the potential for traffic noise impacts is low, a memorandum to file documenting this may be prepared in lieu of a detailed noise study.

#### DATE OF PUBLIC KNOWLEDGE

The Date of Public Knowledge of the location and potential noise impacts of a proposed highway project is the approval date of the final environmental document, e.g., Categorical Exclusion (CE), State or Federal Finding of No Significant Impact (FONSI) or State or Federal Record of Decision (ROD).

NCDOT is not responsible for evaluating or implementing any noise barriers to protect developed lands that were not permitted before the Date of Public Knowledge.

The criterion for determining when undeveloped land is permitted for development is the approval date of a building permit for an individual lot or site. Approval of a development plan or any other development plan does not meet the permitted criteria.

NCDOT advocates the use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

#### TRAFFIC NOISE PREDICTION

All traffic noise analyses performed by or for NCDOT must utilize the most current version of the FHWA Traffic Noise Model (TNM®) or any other model determined by the FHWA to be consistent with the methodology of the TNM® model, pursuant to 23 CFR 772.9.

Average pavement type shall be used in the FHWA TNM® for future noise level prediction.

Noise contour lines may be used only for project alternative screening or for providing information to local officials for their land use planning efforts associated with undeveloped lands as per 23 CFR 772.17. Noise contours should not be used for determining highway traffic noise impacts or assessing noise barriers.

Traffic characteristics that yield the worst noise hour equivalent traffic noise levels, expressed in Leq (h), for the Design Year shall be used in predicting noise levels and assessing noise impacts.

Traffic noise prediction must adhere to all directions contained in the NCDOT Traffic Noise Manual.

#### **NOISE IMPACT DETERMINATION**

Noise abatement measures for NCDOT highway projects must be considered when traffic noise impacts are created by either of the following two conditions:

- (a) The predicted worst noise hour Leq (h) traffic noise levels for the Design Year approach (reach one decibel less than) or exceed the Noise Abatement Criteria (NAC) contained in 23 CFR 772 and in Table 1, found on page 5 of this policy, OR
- (b) The predicted worst noise hour Leq (h) traffic noise levels for the Design Year substantially exceed existing noise 10 dB(A) or more.

A receptor is a discrete or representative location within a noise sensitive area(s) for any of the land uses listed in Table 1. For multifamily dwellings, each residence shall be counted as one receptor when determining impacted and benefited receptors. Non-residential receptors shall be represented by Equivalent Receptors calculated according to direction contained in the NCDOT Traffic Noise Manual.

Primary consideration should be given to exterior areas where frequent human use occurs in the determination of traffic noise impacts.

A traffic noise analysis shall be completed for each project alternative under detailed study and for all receptors and Equivalent Receptors defined to represent land use activities A, B, C, D, and E listed in Table 1 that are present in the study area. FHWA approval is required for designating Activity Category A land uses on federally funded projects. Traffic noise analyses are not required for Activity Category F land uses. Noise predictions are required for Activity Category G land uses to the extent needed to develop estimated noise levels to provide to local officials for planning purposes.

| Table 1              |  |                        |   |
|----------------------|--|------------------------|---|
|                      | Noise Abatement Criteria  Hourly Equivalent A-Weighted Sound Level (decibels (dB(A)) |                        |   |
|                      |  |                        |   |
| Activity<br>Category | Activity<br>Criteria <sup>1</sup><br>Leq(h) <sup>2</sup>                             | Evaluation<br>Location | Activity Description  |
| A                    | 57   | Exterior               | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B 3                  | 67   | Exterior               | Residential   |

|     | Noise Abatement Criteria Hourly Equivalent A-Weighted Sound Level (decibels (dB(A)) |          |  |
|-----|---|----------|--|
|     |   |          |  |
| C 3 | 67  | Exterior | Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section4(f) sites, schools, television studios, trails, and trail crossings |
| D   | 52  | Interior | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios  |
| E 3 | 72  | Exterior | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F  |
| F   |   |          | Agriculture, airports, bus yards, emergency services, industrial, logging maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing   |
| G   |   |          | Undeveloped lands that are not permitted   |

Table 1

- 1. The Leq(h) Activity Criteria values are for impact determination only and are not design standards for noise abatement measures.
- 2. The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq (h) being the hourly value of Leq.
- 3. Includes undeveloped land permitted for this activity category.

#### ANALYSIS OF NOISE ABATEMENT MEASURES

When traffic noise impacts are identified, noise abatement measures shall be considered and evaluated for feasibility for all impacted receptors and reasonableness for all benefited receptors. All the following conditions must be met in order

for noise abatement measures to be justified and incorporated into project design, as applicable. Failure to achieve any single element of feasibility or reasonableness will result in the noise abatement measure being deemed not feasible or not reasonable, whichever applies.

NCDOT will provide noise barriers for all possible impacted receptors that meet the feasibility and reasonable criteria found in this policy. Noise barriers will not be extended solely to provide noise reduction for non-impacted receptors. Benefits for non-impacted receptors will only occur when they are incidental in noise barriers designed for impacted receptors.

#### **Feasibility**

The combination of acoustic and engineering factors is considered in the evaluation of a noise barrier.

- (a) Any receptor that receives a minimum noise level reduction of five dB(A) due to a noise barrier shall be considered a benefited receptor. Noise reduction of five dB(A) must be achieved for at least two impacted receptors.
- (b) Engineering feasibility of noise barriers shall consider adverse impacts created by or upon property access, drainage, topography, utilities, safety, and maintenance requirements.

#### Reasonableness

The combination of social, economic, and environmental factors considered in the evaluation of a noise barrier.

(a) The allowable quantities for noise barriers per benefited receptor, with allowances for incremental increases based upon existing and predicted noise levels of all impacted receptors within each noise study area, are shown in Table 2.

For the purpose of calculating the incremental increase, the Noise Abatement Criteria (NAC) values for Activity Categories A, B, C, D, and E, as shown in Table 1, are to be used and not the NCDOT "approach" values used in traffic noise impact determinations.

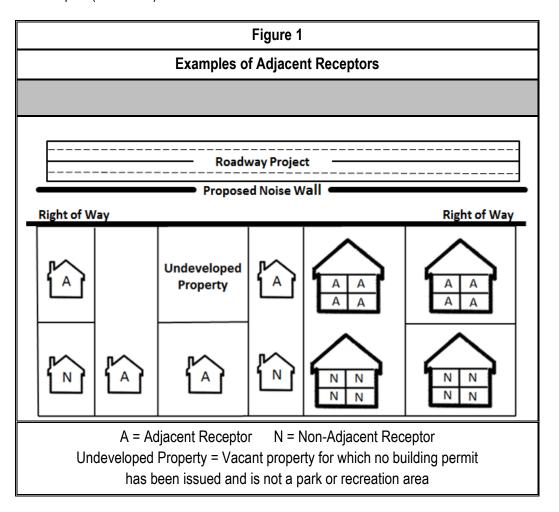
| Table 2   |  |                         |                         |  |  |
|---|--|-------------------------|-------------------------|--|--|
|   | Allowable Noise Ba                       | rrier Base Quantities   |                         |  |  |
|   |  |                         |                         |  |  |
| Maximum Allowable   | Noise Level                              | Noise Wall              | Earthen Berm            |  |  |
| Base Quantity   | Consideration                            | 1,500 ft <sup>2</sup>   | 4,200 yd <sup>3</sup>   |  |  |
|   |  |                         |                         |  |  |
| Average dB(A)   | < 5 dB(A)                                | + 0 ft <sup>2</sup>     | + 0 yd <sup>3</sup>     |  |  |
| Increase Between Existing and Future Build for All Impacted Receptors | 5-10 dB(A)                               | + 500 ft <sup>2</sup>   | + 1,400 yd <sup>3</sup> |  |  |
|   | > 10 dB(A)                               | + 1,000 ft <sup>2</sup> | + 2,800 yd <sup>3</sup> |  |  |
|   |  |                         |                         |  |  |
| Average Exposure to   | < 5 dB(A) Over NAC<br>Activity Category  | + 0 ft <sup>2</sup>     | + 0 yd³                 |  |  |
| Absolute Noise Levels for All Impacted                                | 5-10 dB(A) Over NAC<br>Activity Category | + 500 ft <sup>2</sup>   | + 1,400 yd³             |  |  |
| Receptors   | > 10 dB(A) Over NAC<br>Activity Category | + 1,000 ft <sup>2</sup> | + 2,800 yd <sup>3</sup> |  |  |

(b) A noise reduction design goal of 7 dB(A) must be achieved for at least one benefited receptor, whether impacted or not. If it can be achieved for one benefit, then the barrier shall be optimized to achieve 7 dB(A) at as many impacted receptors as possible. The initial evaluation of at least one NRDG is focused on all benefits. The subsequent assessment of achieving NRDG at additional receptors is focused only on impacts.

- (c) Property owners and tenants of all benefited receptors shall be solicited to obtain their preferences for or against a proposed noise barrier. No tenant ballots are distributed for vacant rental property. Points per ballot shall be distributed in the following weighted manner:
  - 5 points/ballot for adjacent property owners who reside at property
  - 4 points/ballot for adjacent property owners who rent property to others
  - 3 points/ballot for all non-adjacent property owners who reside at property
  - 2 points/ballot for all non-adjacent property owners who rent property to others
  - 1 point/ballot vote for all tenants of rental property

Adjacent Receptor is a benefited receptor that 1) represents a property that abuts the highway right of way or 2) has no benefited receptor between it and the highway. Where multiple buildings containing benefited receptors are on the same property, such as an apartment or condominium complex, only the building closest to the highway is an adjacent receptor. Adjacent receptors will most often, but not always, be part of the front row of benefited receptors. Figure 1 provides graphic examples of Adjacent Receptors.

Owners of multi-unit rental locations will receive the applicable number of owner points for each individual benefited receptor (rental unit) owned.



If 50% or greater of all possible voting points from benefited receptors for each noise barrier are received on the first solicitation, a simple majority of voting points cast will be used to determine if the proposed noise barrier will be constructed

If less than 50% of all possible points for each noise barrier are received on the first solicitation, a second solicitation will be sent to benefited receptors who did not respond to the first solicitation.

If a second solicitation is conducted and 50% or greater of all possible voting points for each noise barrier are received after the second solicitation, a simple majority of voting points cast will be used to determine whether or not the proposed noise barrier will be constructed.

If less than 50% of total possible points for a noise barrier are received after the second solicitation, the noise barrier will not be constructed.

Noise barriers will be constructed in the case of a tie (equal number of points for and against a noise barrier).

All balloting soliciting the viewpoints of benefited property owners and applicable residents/tenants that occur after the effective date of this policy, regardless of the Date of Public Knowledge, shall comply with the criteria of this policy.

#### **Other Considerations**

Prior to CE approval or issuance of a FONSI or ROD, NCDOT shall identify in all applicable environmental documents:

- (a) Noise barriers that are feasible and reasonable,
- (b) Noise impacts for which no noise barrier appears to be feasible and reasonable,
- (c) Locations where noise impacts will occur, where noise barriers are feasible and reasonable, and the locations that have no feasible and reasonable noise barriers.
- (d) Whether it is "likely" or "unlikely" that noise barriers will be installed for each noise sensitive area identified. "Likely" does not mean a firm commitment. The final decision on the installation of noise barriers shall be made upon completion of the project design, the public involvement process, compliance with the NCDOT Policy, and FHWA approval.

#### **Third Party Participation**

- (a) Third party funding of noise barriers cannot be used to make up the difference between the reasonable quantity allowance and the actual quantity of noise barriers. Third party funding is allowed only by local, state and federal government agencies, and can only be used to pay for additional features such as landscaping and aesthetic treatments for noise barriers that meet all feasible and reasonable criteria previously detailed in this policy. Private parties may freely enter into agreements with government agencies to develop noise barrier enhancements; however, all funding for enhancements paid to NCDOT must come from government agencies.
- (b) Traditional highway construction resources pay for required noise barriers. Should a local government request that materials be used that are more costly than the standard materials proposed by NCDOT, the requesting entity must assume 100% of the actual additional construction cost.
- (c) If a local government insists on the provision of a noise barrier deemed not reasonable by NCDOT, a noise barrier may be installed provided the local government assumes 100% of the costs and obtains an encroachment permit from NCDOT to perform the work. These costs include, but are not limited to, preliminary and final engineering, actual construction and all related maintenance. In addition, local governments must ensure that NCDOT's material, design and construction specifications are met. The local government must also assume 100% of the liability associated with the measure and hold harmless the NCDOT.
- (d) For (b) and (c) above, the settlement agreement shall be signed before third party noise barrier design begins and payment shall be made to NCDOT in accordance with N.C.G.S. 136-66.3(e).

#### ARCHITECTURAL TREATMENT OF NOISE WALLS

The standard noise wall architectural treatment consists of:

- (a) Concrete columns; Steel piles may be used when necessary to address site conditions adverse to the use of concrete columns.
- (b) Precast concrete panels textured on both sides.
- (c) No texture on the uppermost foot of each wall segment.

- (d) A single color of stain in brown or gray tones applied to both sides of textured panels.
- (e) No stain applied to the uppermost foot of each wall segment and the concrete columns.

All enhancements to this standard noise wall must be paid for in accordance with Third Party Participation provisions in this policy.

NCDOT Division Engineers are responsible for determining noise wall textures and colors in their respective Divisions.

#### PUBLIC INVOLVEMENT

Communication with the community regarding noise impacts and possible noise abatement shall occur at the start of the noise study process and continue throughout the development of the project. NCDOT will communicate with citizens to present information on the nature of highway traffic noise and discuss the effects of noise abatement and how public preferences for noise abatement are solicited via a balloting process.

Noise study areas showing "likely" noise barriers and/or proposed locations of any "recommended" noise barriers will be presented and discussed when holding Public Hearings and Public Meetings. Likely noise barriers are based on preliminary design traffic noise analyses and are described in environmental documents. Recommended noise barriers are based on final design noise analyses and are usually identified after the environmental document is completed. Property owners and tenants who are being balloted for a recommended noise barrier will be provided with a visual of the noise barrier location prior to their casting a ballot.

#### **COORDINATION WITH LOCAL OFFICIALS**

NCDOT will provide all traffic noise analyses to local government officials within whose jurisdiction a highway project is proposed as early in the project planning process as possible to protect future development from becoming incompatible with traffic noise levels. Specifically, environmental documents and design noise reports will contain information identifying areas that may be impacted by traffic noise, predicted noise level contour information, the best estimation of future noise levels for developed and undeveloped lands or properties in the immediate vicinity of the project and other appropriate design information. If requested, NCDOT will assist local officials with coordination and distribution of this information to residents, property owners and developers. NCDOT will provide information to assist local jurisdictions in the development of local noise controls, when requested. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

#### **CONSTRUCTION NOISE**

To minimize the impacts of construction noise on the public, NCDOT shall:

- (a) Identify land uses or activities that may be affected by noise from construction of the project.
- (b) Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall consider the benefits achieved and the overall adverse social, economic, and environmental effects and costs of the abatement measures.
- (c) Consider construction techniques and scheduling to reduce construction noise impacts to nearby receptors and incorporate the needed abatement measures in the project plans and specifications.

#### **FEDERAL PARTICIPATION**

The costs of noise barriers may be included in federal aid participating in project costs with the federal share being the same as that for the system on which the project is located when:

- (a) Traffic noise impacts have been identified; and
- (b) Noise barriers have been determined to be feasible and reasonable pursuant to 23 CFR 772 and this policy.

#### **REVIEW OF POLICY**

This policy shall be reviewed by the NCDOT Board of Transportation at least every five years.

**Scope:** Projects with a Date of Public Knowledge on or after the effective date of this policy shall comply with the criteria of this policy.

Procedures: 2022 Traffic Noise Manual

#### **Related Documents:**

State Highway Agency Noise Policy Template

Highway Traffic Noise: Analysis and Abatement Guidance

Noise Policy FAQs - Frequently Asked Questions

Noise Measurement Handbook - Final Report FHWA-HEP-18-065

Noise Measurement Field Guide - Final Report FHWA-HEP-18-066

#### 2021 Noise Policy Committee:

Lamar Sylvester, PE Chief Engineer's Office

Anthony Law Division 3

Joey Hopkins, PE Division 5 (formerly; currently, Chief Engineer's Office)

**Environmental Analysis Unit** 

Drew Cox, PE Division 6
Wright Archer, PE Division 7
Pat Ivey, PE Division 9
Brett Canipe, PE Division 10

Matt Clarke, PE Technical Services Division

Teresa Bruton, PE Design-Build Unit

Derrick Weaver, PE Environmental Policy Unit
Scott Hidden, PE Geotechnical Engineering Unit

Tatia White, PE Roadway Design Unit
Gichuru Muchane, PE Structures Management Unit

Missy Pair, PE Traffic Noise and Air Quality Group

#### Committee Support Staff:

Phil Harris, PE

Scott Webb, PE Geotechnical Engineering Unit

William Akabi-Davis, PE Roadway Design Unit

David Stutts, PE Structures Management Unit
Jamie Lancaster, PE Environmental Analysis Unit
Beth Allen (NV5) Environmental Analysis Unit

Nidhi Sheth Traffic Noise and Air Quality Group
Lucious McEachin Traffic Noise and Air Quality Group
Tracy Roberts (HNTB) Traffic Noise and Air Quality Group

Sponsors:

Clarence Coleman, PE Federal Highway Administration Felix Davila, PE Federal Highway Administration

Michael S. Fox Board of Transportation

#### **Revision History**

| Revision Date | Revision Number | Description   |  |
|---------------|-----------------|---|--|
| 6/13/1990     | 1               | 1990 Noise Abatement Guidelines   |  |
| 1996          | 2               | 1996 Traffic Noise Abatement Policy   |  |
| 9/2/2004      | 3               | 2004 Traffic Noise Abatement Policy   |  |
| 7/13/2011     | 4               | 2011 Traffic Noise Abatement Policy   |  |
| 10/6/2016     | 5               | 2016 Traffic Noise Policy   |  |
| 11/4/2021     | 6               | 2021 Traffic Noise Policy   |  |
| 4/3/2025      | 7               | 2025 Traffic Noise Policy: 2021 Policy updated to add the section titled Screening Analysis for Projects, which allows the use of an FHWA approved traffic noise screening tool within the confines of the FHWA guidance on how to use such a tool. |  |

|   | Policy Approval  |                            |
|---|--|----------------------------|
| The signing below certifies that the counsel (AG's office, etc.), and exe | aforementioned policy has been vetted by the business area representative staff member(s). | entative, applicable legal |
| Business Area Representative  | DocuSigned by:  102 E. Toleway  5FC417EBF732414  | 03/24/2025                 |
|   | Signature  | Date                       |
| Executive Staff Member  | DocuSigned by:  W. Matthew (Larke 1EB20097EAAF437  | 03/24/2025                 |
| (Responsible for the Unit)  | Signature  | Date                       |
| Legal Counsel   | Daniel Johnson   | 03/24/2025                 |
| (Responsible for the Unit)  | F5F3174344634CB<br>Signature   | Date                       |
| FHWA Representative   | DocuSigned by:  Clarene V. Olena J.  E932DEEC5B6240F                                       | 03/24/2025                 |
| -   | Signature  | Date                       |
|   |  |                            |

## NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

## Honorary Naming and Designations of State Transportation Assets/Employee Memorial Program



Effective Date: 4/3/2025



#### Honorary Naming and Designations of State Transportation Assets/Employee Memorial Program

| Approved by:     |   |  |
|------------------|---|--|
| Date of Approval | Brian Mayhew<br>State Traffic Engineer              |  |
| Date of Approval | Joey R. Hopkins Secretary of Transportation         |  |
| Date of Approval | Michael S. Fox, Chairman<br>Board of Transportation |  |

Director, Transportation Mobility and Safety Division

1561 Mail Service Center Raleigh, NC 27699-1561

(919) 814-5000

Person Responsible for Policy:



## HONORARY NAMING AND DESIGNATIONS OF STATE TRANSPORTATION ASSETS/EMPLOYEE MEMORIAL PROGRAM

NCDOT POLICY

A.09.0100

| Business Category: Board of Transportation  |                              | Business Area: Governance / North Carolina Board of Transportation  |                            |
|---|------------------------------|---|----------------------------|
| Approval Date: 2/7/2019   | Last Revision Date: 4/3/2025 |   | Next Review Date: 4/3/2027 |
| Authority:  North Carolina General Statute (NCGS) § 136-18(8).  North Carolina General Statute (NCGS) § 136-82. |                              | Select all that apply:  ☐ N/A  ☑ Requires Board approval  _ NC Board of Transportation  ☐ Requires Federal Highways Administration (FHWA) approval  ☐ Requires other external agency approval: Click here to enter external agency name(s). |                            |

#### **Definitions:**

In this policy, unless otherwise provided, the following terms will have the following meanings:

- "Board" shall mean the North Carolina Board of Transportation.
- "Department" shall mean the North Carolina Department of Transportation (NCDOT).
- **"Committee"** shall mean the Road, Bridge and Ferry Naming Committee of the North Carolina Board of Transportation.
- "Local Government" shall mean county or municipality in whose jurisdiction the facility lies.
- "Quorum" shall mean a simple majority of committee members or of the full board.
- "North Carolina (NC) Resident" shall mean a person who filed NC taxes and/or is registered to vote as a NC resident.
- "Designation" shall mean to provide honorary status to a facility in which the Department only installs signs recognizing the honorary status (i.e. Lieutenant Commander Geddie R Herring Highway).
- "Naming" shall mean to give or change the name of a road as per NCGS § 136-18 (8) in which the postal address is reflected by the name (i.e. S.R. 1007 is named All-American Freeway"). When the Board names a road, municipalities or counties cannot rename that section of highway. Naming also applies to the title given to Ferries as they are established per NCGS § 136-82.
- "Overlay" shall mean that a portion of a highway is given an honorary designation, but another honorary designation may also be included along that same / part of the section of highway (i.e. Blue Star Memorial Highway). This is typical for a section of highway longer than 5 miles.

Pursuant to NCGS §136-18(8) and NCGS § 136-82, the North Carolina Board of Transportation may name roads, bridges, or ferries. Policy and procedures approved by the North Carolina Board of Transportation for carrying out said road, bridge or ferry naming are detailed below.

#### I. Roles and Responsibilities of the Board of Transportation's Road, Bridge, and Ferry Naming Committee

- a. The committee acts in response to local resolutions.
- b. North Carolina Department of Transportation Secretary and Board Chairman are co-chairs of the committee, who calls meetings and approves the agenda.
- c. A guorum is necessary for approval of resolutions.
- d. Committee makes a recommendation to the Board regarding approval of requested:
  - Road naming
  - Road designation
  - Bridge naming
  - Interchange naming
  - Ferry naming
  - Blue Star Highways
  - Additions to the designation overlay
  - NCDOT Employee Memorial Program

#### II. Criteria for Nominee for Road or Bridge Designation

To have a road or bridge designated the following is required:

- a. In honor of an individual, that individual:
  - (1) Must be either living or be deceased longer than one year but fewer than 75 years.
  - (2) Must not be currently serving or pursuing a term as an elected official (local, state, or federal).
  - (3) Must be or have been a NC resident. Proof of residency shall be provided by the requesting party at the time the formal resolution is submitted.
  - (4) Must have made notable local, state, and/or national contributions and/or have significant accomplishments.
  - (5) Must not already have another state-owned road or bridge for him/her. The Board does not name more than one facility for the same individual. Requests for duplicate family members reviewed on case-by-
  - (6) If solely for Law Enforcement and Emergency Responders, the individual must have been killed in the line of duty, if this is the only basis for nomination.
  - (7) Must have strong local support regarding the road or bridge; it is the Board's preference that resolutions passed by municipal councils and county commissions are unanimous. The Board does not mediate local disagreements.
  - (8) Must have the support of the family regarding the road or bridge designation.
  - (9) If solely for military service, the individual must be a recipient of a valorous individual decoration during combat operations as designated by the Department of Defense.
    - (a) Listed below are eligible levels of individual decorations for road or bridge designations as the sole basis for nomination:
      - Medal of Honor
      - **Distinguished Service Cross**
      - Silver Star

- Navy Cross
- Air Force Cross
- (b) Verification of the individual decoration shall be provided by the requesting party at the time the formal resolution is submitted.
- (c) Medal of Honor recipients are eligible for interstate designations; other levels should be US or NC routes.
- b. Specific criteria for road or bridge designations
  - (1) The Board will consider designating roads and bridges (not buildings).
  - (2) The road or bridge to be designated must be already constructed or within 3 months of its expected construction completion date.
  - (3) For roads, the distance of dedication should be 5 miles or less.
  - (4) Municipal employees are encouraged to seek designations on municipal facilities within municipal limits first. Consideration may be given for state-maintained facilities if adequate municipal facilities are unavailable or unsuitable. The Staff Committee will consider circumstances where context relevant to a specific road or bridge is primary to proposed designation or bridge naming.
  - (5) Law Enforcement Officers and Emergency Responders will be honored with bridge designations.
  - (6) Signs may include up to one title, one first name, one initial, one last name, and one suffix for individuals to be designated by the local governing body, as long as length limits are met. The Department will communicate to the local governing body applicable text length limits. (The entire name is limited to one line of text; the font size of the text depends on the design speed of the road where the sign is to be installed.)

#### III. Criteria for Nominee for Road or Ferry Namings

In order to have a road or ferry named for an individual:

- a. Must have strong local support from the affected municipality and/or county with regard to the naming; it is the Board's preference that resolutions passed by municipal councils and county commissions be unanimous. The Board does not mediate local disagreements.
- b. Must provide acknowledgement in the resolution(s) and/or minutes that by changing the name of a road, the address will also change from the current name to the new name, and this will affect all businesses and residents along that section of road.
- c. Should follow county / municipal road naming requirements (i.e., directionals and numbers not allowed, punctuation not allowed duplications within their jurisdiction not allowed, limits in characters, etc.).
- d. Counties / municipalities are responsible for the installation of the street signs and may need to reimburse the Department for additional costs incurred by the Department for installing any signage.
- e. Roads names can be duplicated outside of the county or municipal limits.
- f. May be named for individuals and will follow the same criteria as listed in Part II of this policy.
- g. Ferries are generally named after municipalities and regions that the ferry service will support.

#### IV. Submitting a Road, Bridge or Ferry Designation or Naming Application Request

To access specific steps needed to submit a road, bridge or ferry designation or naming application request please see Submittal Steps for Honorary Designation Request. The following documentation and information are required before any naming request will be considered by the Board.

a. Background Information on Nominee: Sufficient information must be provided to explain why the naming or designation is warranted; for example, significant contributions and accomplishments at the local, state, and/or national level. If the designee is recently deceased, the request will be reviewed after a one year waiting period unless the nomination package (resolution and letters of support) have been received by the

- Department. A fatality resulting from a crash, while tragic, is alone not sufficient to qualify for a naming or designation. See Section VII: Alternatives for other available options for honoring an individual.
- b. **Resolutions:** Local government must unanimously adopt resolutions in a public forum and in sufficient detail to adequately justify the request. The road, bridge, or ferry proposed for naming or designating must be entirely within the jurisdiction of the requesting governing body or bodies. If the facility lies between multiple municipality and county limits, resolutions are required from all affected local governments.
- c. **Character Certification Form:** Local government must attest, to the character of the honoree, using the Character Certification Form provided by the Department.
- d. **Public Input and Support:** Cite the opportunity for public input. Local governing bodies shall provide a minimum of three recommendation letters from civic, service, or business organizations to demonstrate the degree of public support for the honoree. For road namings, they must include the acknowledgement that the associated addresses on the named section of road will change with the change in name.
- e. **Family Support:** The requesting party shall have the family's support for the road, bridge, or ferry naming or designation request including agreement with the requested location of the dedication.
- f. **Minutes from the Local Government Meeting(s) where the Resolution was passed:** The minutes substantiate that the resolution was passed in a public forum, and that the body was unanimous in its support. For road namings, the minutes and/or resolution must provide acknowledgement that by changing the name of a road, the address will also change from the current name to the new name and this will affect all businesses and residents along that section of road. The minutes should also indicate that they follow the local government's road naming policies or procedures.
- g. A willingness of the Local Government or sponsor to pay an administrative fee of \$2000 to offset cost of the program: The fee is not due unless and until the Board approves the requested designation. Ferry namings do not require the \$2000 fee since they will not be installing associated signs. Local government is responsible for name changes on the street signs per 19A NCAC 02B .0216.
- h. **Approval:** A designation or naming request recommended by the Committee shall be reviewed by the Chairman of the Board prior to being considered by the Board.
- V. Blue Star Memorial Highway: The Department has over 1,300 miles designated as the Blue Star Highway Network including all interstates, US routes, and most NC routes. This extensive network honors all veterans and military groups in the state. Requests for honorary designations for specific groups such as Bladen County Veterans or 100th Infantry, or a particular branch of the military are considered honored with the Blue Star Highway network. New interstate designations and segments are typically monitored by the Board and are automatically added to the Blue Star Highway as completed. The Blue Star Memorial Highway is considered an "Overlay Designation" meaning that the Board of Transportation can designate or name additional facilities on top of the Blue Star Memorial Highway.

US and NC additions must be submitted to the Board through the Committee and only the affected local government resolutions are required. The Blue Star Memorial Highway should remain a continuous highway, so requests that do not connect to the current network should be coordinated with associated governments to maintain the continuous network.

- VI. NCDOT Memorial Program NCDOT employees killed in the line of duty may be honored through a specific memorial program.
  - a. Purpose The purpose of the NCDOT Employee Memorial Program is to honor the lives of transportation employees who passed away while performing their job duties in service to the Department and the citizens of North Carolina.
  - b. Eligibility Criteria
    - (1) At the time of death, the employee was an active permanent or temporary, full-time or part-time employee of the NCDOT; and
    - (2) It is determined that the death was the result of an on-the-job or work-related accident or injury.

- (3) It is determined the employee's actions were not contributory to his/her death.
- (4) It is determined the employee was not under the influence of alcohol or drugs or other impairing substances.
- **VII. Alternatives** In the event the requested naming or designation does not meet the criteria, or is not approved by the Board for any reason, options are available to honor the individual, including, but not limited to:
  - a. **Adopt a Highway** Local governments could consider the "Adopt a Highway" program as an alternative method of honoring an individual or group.
  - b. **Municipal road or bridge** Municipalities may designate municipally owned roads or bridges in honor of individuals. This does not require review or approval by the Department or the Board.
  - c. Welcome To Signs Municipalities and counties may use their "Welcome To" Signs to display an honoree as part of their slogan on an official highway sign. Requests for optional "Welcome To" signs should be directed to the appropriate Division Engineer and shall include required resolutions. The design must be reviewed and approved by the Division Engineer. All costs associated with administration, designing, fabricating, erecting, inspection, and maintaining any approved "Welcome To" signs will be the responsibility of the requesting party. An agreement between the requester (responsible party) and the Department is required and is written and executed by the Division. Only one installation of a welcome sign or sign assembly is permitted per direction of roadway.

#### **Related Documents**

Blue Star Memorial Highway Program, NCDOT Employee Memorial Program, Submittal Steps for Honorary Designation Requests, Road, Bridge or Ferry Naming Application, Character Certification Form

| Revision History |                 |   |  |
|------------------|-----------------|---|--|
| Revision Date    | Revision Number | Description   |  |
| 11/01/2016       | 1               | Convert policy to template and include new information for honoring individuals through road naming   |  |
| 12/05/2018       | 2               | Update policy to include additional terms of reference and definitions for naming, designating, and overlays; expand the policy to include emergency responders and all law enforcement who were killed in the lined of duty to be eligible designations; provide criteria for designations and namings; clarify criteria for ferry namings; expand on the Alternative Option, the "Welcome To Sign"; expand on the Blue Star Memorial Highway; and provide general grammatical and formatting clarifications |  |
| 4/3/2025         | 3               | Added verbiage under b(4) - Municipal employees are encouraged to seek designations on municipal facilities within municipal limits first.  Consideration may be given for state-maintained facilities if adequate municipal facilities are unavailable or unsuitable. The Staff committee will consider circumstances where context relevant to a specific road or bridge is primary to proposed designation or bridge naming.   |  |



## **Inspector General Committee**

Meeting Summary Report

DATE: 04/02/25 TIME: 9:30 A.M. LOCATION: EIC/Microsoft Teams Meeting

#### **Committee Summary:**

The Inspector General committee discussed the items lised below.

#### 1. Opening remarks & updates

Lonnetta Raynor, Inspector General

Lonnetta Raynor welcomed everyone and gave a brief update on activities in the Office of Inspector General.

#### Audits

- o We are continuing to complete audits on our current audit plan
- o The EAGLE audit is underway
- o Jefferson Wells is the third party conducting the EAGLE audit

#### Vacancies

OIG has filled one of two vacancies

#### 2. Updates

Michael Mahabir, CPA, Investigative Auditor - Investigations Michael gave a brief update on investigation activities.

#### • Investigations - currently open

 $\circ~$  5 in the Division of Highways, 1 in the Ferry Division, 1 in Right of Way

#### 3. Updates

Wayne Davenport, Manager – Internal Audit

Wayne gave an update on internal audit and single audit activities

#### Audits/Engagements

- o Division 5 Equipment Shop underway (fieldwork phase)
- o Environmental Analysis Unit underway (fieldwork phase)
- o NCDMV Dealer License Change Management Process completed
  - Incomplete documentation
  - Missing signatures
  - Lack of formalized & documented time frames
  - No fees charged for processing dealer name changes



## **Inspector General Committee**

Meeting Summary Report

o Currently conducting research to determine next audit

#### • Attestation Reports

- o 01-31-25 quarterly report filed on time with OSBM
- o 04-30-25 quarterly report is our next report due to OSBM

#### Single Audit

- o Consultant conducting desk reviews to wrap up fiscal year 2022
- Will soon begin fiscal year 2023

#### • Compliance Supplements

- o Emailed 108 documents to the Local Government Commission (LGC)
  - Documents used to assist CPA's when conducting required audits

**DATE:** 4/2/2025 TIME: 10:00 A.M. LOCATION: Board Room #150/Microsoft Teams

#### **Committee Summary:**

The Road/Bridge/Ferry Naming Committee approved an honorary designation and an amendment to the current policy.

#### 1. RBFN Application Packets Summary / Shelly Heath

- Senator Elizabeth Dole Highway
  - o I-85 within Salisbury city limits near Exit 75 to Bringle Ferry Road (D9)

## 2. Honorary Designations of State Transportation Assets, Employee Memorial Program Policy

 Policy amendment delegating exception approval to technical advisor to bring municipal law enforcement/emergency responder bridge naming to Road/Bridge/Ferry Naming Committee.

#### 3. Upcoming Events / Brianna Couture

- Patrolman Ralph Arnold Bridge
  - o Tuesday, April 8 at 10 a.m. in Division 4
- Patrolman Paul Smith Bridge
  - o Friday, April 11 at noon in Division 10



## **Finance Committee**

#### Meeting Summary Report

DATE: 4/2/25 TIME: 10:30 A.M. LOCATION: Room 150/Microsoft Teams Meeting

#### **Committee Summary:**

Providing the Finance Committee with monthly financial updates.

#### 1. Financial and Spend Plan Update

Mark Newsome, CFO

Monthly updates on NCDOT's financial status and where NCDOT stands with the approved Spend Plan.

#### Available Cash as of February 28, 2025

- Highway Fund and Highway Trust Fund's available cash combined are \$2,689M.
- o Days of available cash on hand are 120.5.
- o Available cash as a percentage of open commitments is 27.2%.
- Local Government Commission (LGC) approved GARVEE issuance for May of 2025.

## 2. <u>Hurricane Helene Recovery Financial Update and Proposed 2025</u> <u>Spend Plan Amendment</u>

Mark Newsome, CFO

Monthly updates on NCDOT's financial status impacted by storm recovery efforts and the proposed Spend Plan Amendment 2 for SFY 2025.

#### • Hurricane Helene Recovery Financial Overview as of March 31, 2025

- o The Department incurred \$574M in storm related expenditures.
- o The Department received \$85M in Federal Emergency Management Agency (FEMA) and \$45M in Federal Highway Administration (FHWA) receipts.

#### Helene Recovery Model: Forecast As of February 2025

 Total projected spend is \$4,953M with an anticipated federal share of \$4,036M and an anticipated State share of \$917M.

#### Proposed Spend Plan Amendment 2 for SFY 2025

- o Revenues and Other Receipts are projected to increase by \$57M.
- Expenditures are projected to increase by \$456M mainly due to Helene recovery spend.

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## **Finance Committee**

#### Meeting Summary Report

 Closing Cash Balance is expected to decrease by \$228M mainly due to Helene recovery spend.

#### 3. 2025-2027 Consensus Revenue Forecast for Governor's Budget

Amna Cameron, Deputy Director- SIPS General update on the revenue forecast

- Preliminary Motor Fuels Tax (MFT) Consensus Forecast for Governor's Budget (January)
  - January forecast assumptions Population grows roughly 1.15% a year;
     Vehicle Miles Traveled (VMT) grows 1.5%-2.0% a year; Tax rate fluctuates with economy.
  - Forecast Update Consumer confidence is declining. Fuel economy was anticipated to improve but tariffs and Electric Vehicles (EV) changes will slow lower projections
- Preliminary Highway Use Tax (HUT) Consensus Forecast for Governor's Budget (January)
  - o January forecast assumptions- Strong inventories for new vehicle prices remain at record highs; EV sales grew 15% year over year.
  - Forecast Update Tariffs will create market instability; manufacturers will cut production; layoffs may ensue; and analysts estimate a \$12K increase in new personal vehicle prices. Commercial vehicle sales are likely to be significantly impacted
- Preliminary Department of Motor Vehicle (DMV) Consensus Forecast for Governor's Budget (January)
  - January forecast assumptions DMV fees remain steady and quadrennial reset occurred on July 1, 2024.
  - o Forecast Update Title fee revenues will decline. Federal EV tax credits eliminated; pause on National Electronics Vehicle Infrastructure (NEVI) program, and policy changes to the USDOT fuel economy standards (CAFÉ) and EPA emissions standards will affect vehicle sales. Due to tariffs and other policies from the current administration, vehicle production could drop by as much as 30% by 2027.
- Preliminary Sales Tax Consensus Forecast for Governor's Budget (January)



## **Finance Committee**

### Meeting Summary Report

- January forecast assumptions Sales tax has highest rate of growth;
   Consumer spending is strong; New fee on transportation network
   companies effective July 1, 2025.
- Forecast Update Sales tax is highly susceptible to economic climate.
   Changes in consumer sentiment indicate a slowdown in discretionary spending.

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## **Highways Committee**

Meeting Summary Report

DATE: 4/2/2025 TIME: 2:45 P.M. LOCATION: Room 150/Microsoft Teams Meeting

#### **Committee Summary:**

The Highways Committee heard one presentation.

#### 1. NCDOT Wildflower Program History

Jeremy A. Goodwin, PE -State Roadside Environmental Engineer

The NCDOT Wildflower Program History

#### It started with a letter

o In 1982, First Lady Dottie Martin, wife of Governor Jim Martin, envisioned the NC Wildflower Program when she read an article in the Wall Street Journal and asked, "What can we do to get this sort of thing going in N.C.?". Shortly afterwards, the Wildflower program was created in 1985.

#### Funding

Landscaping funds were not available when the Wildflower Program began.
 Part of the \$1.2 -\$1.4M Personalized License Plate Program funds help the wildflower program.

#### History

- o The Wildflower Program began on twelve acres. When it started, there were no vendors for this project. NCDOT in the late 1980s started working with nurseries for the project. During the first three years, not a lot was occurring. NCDOT planted seeds and soil, and it was a tough time getting it started. It was also very labor intensive, but after the first three years NCDOT began seeing progress.
- o The Garden Club of North Carolina continues to be the lead sponsor of the Wildflower Program. Other important partners like Coca-Cola, NC State University, North Carolina Department of Agriculture, Consumer Services, and Bayer CropScience have also been sponsors of the program.
- o In 2007, The Garden Club came together to participate in judging Division Wildflower beds. There were many awards for this program including best photos, best color etc. The Garden Club with their master judges have gone through several hours of training to judge this program across the state.
- o Currently, NCDOT has 609 beds of wildflowers totaling 738 acres. Among the flowers planted are North Carolina native species; Clasping Coneflower, Bur-



## **Highways Committee**

#### Meeting Summary Report

- Marigold (Bidens), and Maximilian Sunflower. Due to Hurricane Helene, things have slowed down a bit this year.
- o This program is one of NCDOT's most popular initiatives and receives hundreds of letters, notes, and comments from across the state on the flower beds and the program. NCDOT gets a lot of accolades from the public and visitors in the state with letters from citizens who appreciate the program along with donations which are unsolicited. The program brings together endless roads of color.

#### Helping Pollinators

- Research has shown that when compared to non-mown rights-of-way, wildflower beds have:
  - 6 times more pollinator bees
  - 2.5 times more pollinator flies
  - 5 times more pollinator butterflies
  - 37 times more pollinator wasps
- In 2015, the program received a \$150,000 donation from Bayer CropScience for pollinator habitat plantings. Wildflower beds are a great habitat for pollinators

#### • What does it take to develop a Wildflower bed site

- o The route must be highly traveled
- o The site targeted is an acre or more
- o Safety so that staff can go out and maintain them
- o Best results for fertilizing the beds
- The cost of the weed management for the Wildflower beds is about \$2000-\$3000

#### Daylily Beds

- o At one point, 2.5M Daylilies were planted throughout the state. The intent was to provide a pop of color during the summer months.
- Initially, these plants were very labor intensive to manage, now they plant themselves.



## **Multi-Modal Committee**

Meeting Summary Report

DATE: 04/02/25 TIME: 2:45 P.M. LOCATION: EIC/Microsoft Teams Meeting

#### **Committee Summary:**

The Multi-Modal Committee heard three presentations which provided an overview of the following:

- The North Carolina General Assembly's appropriation of nearly \$300 million to 37 airports for capital improvement projects for SFY 2024.
- Update from the Aviation director on the background, the division role, and expenditures to date for these funds.
- Perspective of the Burlington Alamance Regional Airport.
- Perspective of the Statesville Regional Airport.

## 1. <u>Update: 2024 Transportation Reserve Directed Funds (TRDF)</u> <u>Expenditures</u>

Nicholas Short, Interim Aviation Division Director

#### 2. <u>Burlington Alamance Regional Airport Perspective</u>

Dan Daniely, President & CEO

#### 3. Statesville Regional Airport Perspective

John M. Ferguson, Airport Director

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## **Advanced Technology Committee**

Meeting Summary Report

DATE: 04/02/2025 TIME: 3:45 P.M. LOCATION: EIC/Microsoft Teams Meeting

#### **Committee Summary:**

The Advanced Technology Committee met on April 02, 2025. The committee received a report from Lauri Brady from Kapsch TrafficCom.

#### 1. V2X & Connected Vehicle Technology

Lauri Brady, Vice President, Sales and Business Development | North America, Kapsch TrafficCom USA, Inc.

Lauri provided an in-depth presentation covering vehicle-to-everything technology and connected vehicles. Lauri presented hardware and data management solutions Kapsch is deploying in pilot programs and test areas across the country.

Lauri also discussed:

- Connected Vehicle Hardware
- o Corridor Management
- Orchestrated Connected Corridors
- Use Cases
- Connected Intersections
- Connected Highways
- Advanced Driever Assistance Systems
- Pilot Programs
- The board asked a series of questions throughout the presentation. These questions included clarification of acronyms, the technology used to collect data, use of LiDAR, and use cases in North Carolina.



## **Workforce Committee**

#### Meeting Summary Report

**DATE:** 04/02/25 **TIME:** 3:45 P.M. **LOCATION:** Room 150/Microsoft Teams Meeting

#### **Committee Summary:**

The Workforce Development Committee heard one presentation.

#### 1. NCDOT Mental Health Training Update

John Eley, Assistant HR Director – HR Services

Gave an update of the NCDOT Mental Health training. NCDOT has suffered an uptick in employee suicides. As a result, DOT Leadership took a strong interest and proactive steps in proving resources for our employees.

#### Suicide Prevention Emphasis:

- Provide resources on Inside NCDOT
- o Share monthly communications with all employees
- o Identify training resources for employees through MYgroup
- Work with MYgroup and Cary Psychology for suicide training
- o MDR, FFDEs, and Critical Incident Response
- Human Resources working with employees and family members

#### • Courses Provided in 2024 with MYgroup:

- Recognizing the Troubled Employee (147 participants 2024): Addresses the sensitive subject of suicide and is designed to ease the anxiety as well as provide managers with guidance on the triggers to watch (inperson/virtual).
- Building Better Mental Health (82 participants 2024): Focuses on looking at our mental and emotional wellbeing (virtual).
- Building Your Resiliency Muscles (57 participants 2024): Teaches the basic elements of building resiliency to deal with stress or loss (virtual).

#### • Courses Added in 2025 with MYgroup:

- Leveraging Generational Diversity: Focuses on multi-generational teams and the challenges they bring (virtual).
- Adapting and Thriving Through Change: Explores feelings, thoughts, and actions as it relates to change and offers strategies for coping (virtual).
- In- Person/Required Mental Health Awareness Training with Teia Poulin –
   Certified Counselor of Cary Psychology:

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## **Workforce Committee**

### Meeting Summary Report

- o Understanding trauma and how what you don't know can hurt you
- Increasing awareness and taking steps to improve your overall health, coping, and self-regulations skills
- o Providing in-person training to all employees
- Building resiliency
- o Recognizing where we are and what to do about it
- o Identifying signs/symptoms of the suicidal employee and what to do
- 1498 in-person participants since April 2, 2025, across the Divisions and Department