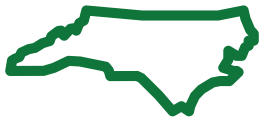


STIC

State Transportation Innovation Councils

www.fhwa.dot.gov

NOW
SOLICITING
PROPOSALS



NC-TIC:

This competitive program offers financial resources to help States to advance innovations to statewide standard practice. Information on the program and the applications are available on the NC-TIC website:

<https://connect.ncdot.gov/groups/NCSTIC/Pages/default.aspx>



Deadline:

Once completed, submit your application no later than February 28, 2023 to awtamer@ncdot.gov.



Every Day Counts:

If you are working on implementing an Every Day Counts initiative and are in need of additional funding support, please consider submitting an application.

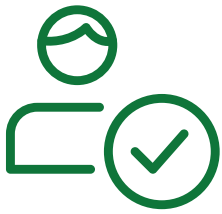
CONTACT:



awtamer@ncdot.gov



edward.parker@dot.gov



Eligibility:

STICs consider innovations from a variety of sources, including but not limited to, FHWA's Every Day Counts program, the American Association of State Highway and Transportation Officials' Innovation Initiative, and the second Strategic Highway Research Program.

STIC Incentive funds may be used to develop guidance, standards, and specifications; implement process changes; organize peer exchanges; offset implementation costs; or other activities the STIC identifies that address Technology and Innovation Deployment Program (TIDP) goals. More STIC Incentive program guidance is available at:

<https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>



Funding:

Incentives will be for the Federal share of 80 percent, limited to \$100,000 per State each year. The Non-Federal match may come from project sponsors or other allowable fund sources.

Allowable match and allowable costs are available on the NC-TIC webpage. Project examples are listed below:

Integrated Mobility Division are using the funds to develop Tool for Safety Countermeasures. A part of the process is developing guidance for low cost pedestrian and bicycle safety countermeasures and developing a deployment selection tool.

Traffic Safety Division used funds to improve pedestrian safety in NC by standardizing the use of the Leading Pedestrian Interval (LPI). This is an effective countermeasure at signalized intersections in urban and suburban areas.

NCDOT is piloting two technologies on Incident Management Assistance Patrol (IMAP) vehicles. One is a tethered unmanned aerial vehicle (UAV) and the other is an emergency vehicle alerting (EVA) device.

CONTACT:



awtamer@ncdot.gov



edward.parker@dot.gov