

**Statutory Selection Requirements for 23 U.S.C.117 INFRA**

<p>1) The project will generate national, or regional economic, mobility, or safety benefits</p>	<p>The <i>New Intermodal Facility</i> supports both regional and national economic vitality, supporting safe and cost-effective freight movement options for Port customers in both urban and rural communities. This project improves infrastructure condition, promotes regional connectivity and facilitates economic growth and competitiveness. The project will promote the competitiveness of manufacturers, suppliers, and distributors of the region by improving freight mobility and efficiencies and increased visibility into the supply chain. Significant benefit to NC exporters including lumber/food/agriculture industries, benefiting NC’s rural industries and communities.</p>
<p>2) The project will be cost effective</p>	<p>The <i>New Intermodal Facility</i> supports the INFRA program goals, providing \$86.5 million in monetized benefits over 30 years by shifting container movements from truck to rail.</p>
<p>3) The project will contribute to 1 or more of the national goals described under Section 150</p>	<p>(A) improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and <u>urban areas</u>; Overall, <i>New Intermodal Facility</i> will lower transportation costs for businesses while taking trucks off the road, thus reducing emissions, improving road safety, and minimizing wear and tear on the State’s highways while improving the reliability of freight movement in urban and rural areas.</p> <p>(B) generate national or regional economic benefits and an increase in the global economic competitiveness of the United <u>States</u>; The <i>New Intermodal Facility</i> will promote the competitiveness of manufacturers, suppliers, and distributors of the region by improving freight mobility and efficiencies and increased visibility into the supply chain. Significant benefit to NC exporters including lumber/food/agriculture industries, benefiting NC’s rural industries and communities.</p> <p>(C) reduce <u>highway</u> or freight congestion and bottlenecks; The <i>New Intermodal Facility</i> y would help to divert nearly 250,000 container boxes from trucks to rail over the next decade, removing these trucks from the highway.</p> <p>(D) improve connectivity between modes of freight transportation; Intermodal rail enables ports to reach further into the hinterland compared to the limited reach of transportation via trucks.</p> <p>(E) enhance the resiliency of critical <u>highway</u> or freight infrastructure and help protect the environment; Completion of the <i>New Intermodal Facility</i> will divert truck trips to rail and would improve the resiliency of freight movement during future disasters or emergency events. The <i>New Intermodal Facility</i> aligns with the President’s greenhouse gas reduction goals, promotes energy efficiency, supports fiscally responsible land use and transportation efficient design, increases use of lower-carbon travel modes, incorporates a framework for future electrification and equipment infrastructure, increases climate resilience, incorporates lower-carbon pavement and construction</p>

	<p>materials, and reduces pollution. Additional environmental benefits of the project include reduced greenhouse gas emissions for traffic idling at the port, improved quality of life for residents in the neighborhood adjacent to the port resulting from the reduction in vehicular traffic and congestion, emissions, and noise and improved efficiency and reliability of freight shipments through the Port of Wilmington, benefiting U.S. exporters and importers throughout the Southeast region.</p> <p>(F) improve roadways vital to national energy security, including <u>highways</u> that support movement of energy equipment; The Port of Wilmington is one of a handful of the nation’s strategic seaports, the completion of the <i>New Intermodal Facility</i> will help to ensure readiness of this commercial port to support force deployment during contingencies and other defense emergencies.</p> <p>(G) address the impact of population growth on the movement of people and freight. The <i>New Intermodal Facility</i> would help to divert nearly 250,000 container boxes from trucks to rail over the next decade; taking these trucks off busy highways.</p>
<p>4) The project is based on the results of preliminary engineering</p>	<p>For a project or independent project component to be based on the results of preliminary engineering, please indicate which of the following activities have been completed as of the date of application submission:</p> <ul style="list-style-type: none"> <li>• Environmental Assessments – Completed August 2018 (NEPA is not required by the state, only USDOT, that work to begin upon project award</li> <li>• Topographic Surveys – Completed August 2018</li> <li>• Metes and Bounds Surveys – not required</li> <li>• Geotechnical Investigations – Completed August 2018</li> <li>• Hydrologic Analysis – Completed August 2018</li> <li>• Utility Engineering – Completed August 2018</li> <li>• Traffic Studies – Completed August 2018</li> <li>• Financial Plans – Completed August 2018</li> <li>• Revenue Estimates – Completed August 2018</li> <li>• Hazardous Materials Assessments – Completed August 2018</li> <li>• General estimates of the types and quantities of materials – Completed August 2018</li> <li>• Other work needed to establish parameters for the final design. – Completed August 2018</li> </ul> <p>If one or more of these studies was included in a larger plan or document not described above, please explicitly state that and reference the document. The Department will base its determination on the assessment by technical capacity evaluators. See <u>Container Yard Plan</u> (<a href="https://connect.ncdot.gov/resources/PORTS2022/Pages/default.aspx">https://connect.ncdot.gov/resources/PORTS2022/Pages/default.aspx</a>)</p>
<p>5) With respect to related non-federal</p>	<p>NC Ports is prepared to provide \$4,513,500 (20 percent) of funding to complete the New Intermodal Facility project. NC Ports’ financial</p>

<p>financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases</p>	<p>statements provide evidence of stable and reliable capital and operating fund commitments sufficient to cover estimated costs and demonstrate the availability of contingency reserves. Financial statements are available as part of annual audits by the Office of the North Carolina State Auditor, providing evidence of the level of reasonableness of accounting estimates made by management, as well as the overall presentation of the financial statements. The audit stated that the financial statements (the financial position, the changes in financial position and cash flows) for the fiscal year ending June 30, 2021 were in accordance with generally accepted accounting principles. NC Ports estimates a ten (10) percent contingency on construction projects. Resolutions of support by both the Wilmington MPO and the Cape Fear RPO are attached to the application (<a href="https://connect.ncdot.gov/resources/PORTS2022/Pages/default.aspx">https://connect.ncdot.gov/resources/PORTS2022/Pages/default.aspx</a>).</p>
<p>6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor</p>	<p>Describe the potential negative impacts on the proposed project if the MPDG grant (or other Federal funding) was not awarded. Respond to the following:</p> <ol style="list-style-type: none"> <li>1. How would the project scope be affected if MPDG (or other Federal funds) were not received?</li> <li>2. How would the project schedule be affected if MPDG (or other Federal funds) were not received?</li> <li>3. How would the project cost be affected if MPDG (or other Federal funds) were not received?</li> </ol> <p>If INFRA funds are not available to help bridge the gap of funding for this project, NC Ports does not have the funds available to construct the project. Negative impacts would be the continued growth of truck traffic and emissions on the communities in and around the Port.</p>
<p>7) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project</p>	<p>NC Ports intentionally did not include Environmental and Design as part of the grant application. Once awarded, NC Ports will immediately engage the NEPA work and Risk Register required by USDOT in advance of a signed agreement. All environmental and design work would be complete prior to signing of an agreement, streamlining the process; NC Ports would expect Utility relocation to begin in 2023 and construction of the entire project completed by end of 2025.</p>