
The Cape Fear Rural Transportation Planning Organization exists to serve as the intergovernmental organization for local elected officials, the North Carolina Department of Transportation, and residents of Brunswick, Columbus and Pender Counties to work cooperatively to address transportation issues.

Rural Transportation Coordinating Committee (RTCC)
Meeting Agenda
April 7, 2021 • 10:00 AM
Cape Fear Council of Governments • Large Conference Room • Wilmington, NC

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Join by phone +1 301 715 8592
Meeting ID: 839 7031 7927
Meeting passcode: 971879

I. INTRODUCTORY BUSINESS

1. Call to Order
2. Roll Call
3. Additions or corrections to the agenda
4. Approval of minutes: February 3, 2021 (*attached*)
5. Public Comment

II. PRESENTATIONS

6. **P6.0 Local Input Point Methodology** – Patrick Flanagan

III. REGULAR BUSINESS

7. **FY 2021-2022 PWP** – The Planning Work Program (PWP) for the upcoming fiscal year is due to NCDOT by May 31. *Staff requests a motion to recommend approval of the attached FY 2021-2022 PWP for submittal to the RTAC for their approval.*
8. **Reports/Updates**
 - Cape Fear RPO
 - Meeting Schedule

- Brunswick County CTP
- NC 211 East Coast Greenway Feasibility Study
- Committee on Transportation and Infrastructure Earmarks
- STIP amendments and revisions
- NC Ports (Port of Wilmington)
- NCDOT Division 3 (Brunswick & Pender)
- NCDOT Division 6 (Columbus)
- NCDOT Transportation Planning Division (TPD)
- NCDOT Integrated Mobility Division (IMD)
- Wilmington Area MPO (WMPO)
- Grand Strand MPO (GSATS)

IV. OTHER

9. Open discussion: General questions, comments, and other discussions

10. Adjourn

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Rural Transportation Coordinating Committee (RTCC)

**** DRAFT** Meeting Minutes**

February 3, 2021 • 10:00 AM

Held via Zoom

Cape Fear Council of Governments • Large Conference Room • Wilmington, NC

Voting Members Present

Helen Bunch, Brunswick County
Jake Vares, Oak Island
Thomas Lloyd, Southport
Gary Lanier, Columbus County
Robert Lewis, Whiteville
Jerome Chestnut, Chadbourn
Sam Shore, Pender County
Mike Rose, Topsail Beach

Andrea Correll, Burgaw
Caitlin Marks, NCDOT Division 3
Darius Sturdivant, NCDOT Division 6
Nazia Sarder, NCDOT TPD
Rachel McIntyre, WMPO
Joy Jacobs, Columbus County Transit
Patrick Flanagan, Cape Fear RPO

Others Present

Ed Dickie, St. James
Sean Martin, Whiteville
Amy Kimes, Surf City
Nicole Morgan, Boiling Spring Lakes
James Gantt, Burgaw
Pat Garrell, Chadbourn
Larry Bergman, Wallace
Gage King, Henderson Field

Bill Kincannon, NCDOT Division 3
Bill Hammond, NCDOT Division 6
Matt Waterson, NCDOT IMD
Zach Manfredi, Wilmington MPO
Chance Lambeth, Congressman Rouzer
Fred Fontana, AARP
Brayton Willis, NAACP

I. INTRODUCTORY BUSINESS

- 1. Call to Order** – The meeting was held via video conference on Zoom. Having reached a quorum, Patrick Flanagan called the meeting to order at 10:02 AM
- 2. Roll Call** – A roll call was taken of attendees.
- 3. Additions or corrections to the agenda** – The Division 3 report was moved to after Item 6 on the agenda to accommodate staff schedules.
- 4. Approval of minutes** – *Helen Bunch made a motion to approve the minutes as presented. Robert Lewis seconded the motion. A roll call vote was taken.*

Helen Bunch, Yes
Ed Dickie, Yes
Robert Lewis, Yes
Jerome Chestnut, Yes
Sam Shore, Yes
Mike Rose, Yes
Andrea Correll, Yes

Caitlin Marks, Yes
Darius Sturdivant, Yes
Nazia Sarder, Yes
Rachel McIntyre, Yes
Joy Jacobs, Yes
Patrick Flanagan, Yes

The motion passed.

5. **Public Comment** – There was no comment from the public.
6. **Officers** – Staff went over the current system and explained options used by other RPOs in the state. The group elected not to change from the current setup. Helen Bunch suggested defining the Chair Pro-Tem now so if the need ever arose that person could carry on with a RTCC meeting in the absence of the Chairperson.

II. PRESENTATIONS

7. **Brunswick County CTP** – Patrick Flanagan

III. REGULAR BUSINESS

8. **Call for State Planning and Research (SP&R) funding program (FY 2022)** – We need to assess our RPO planning study needs for the upcoming year and send our requests for funding needs to TPD by February 19, 2021. *No action required.*
9. **Reports/Updates**
 - Cape Fear RPO
 - Meeting Schedule
 - NC 211/East Coast Greenway Feasibility Study
 - STIP amendments and revisions
 - State of Aviation Report
 - NC Ports (Port of Wilmington)
 - NCDOT Division 3 (Brunswick & Pender)
 - NCDOT Division 6 (Columbus)
 - NCDOT Transportation Planning Division (TPD)
 - NCDOT Integrated Mobility Division (IMD)
 - Wilmington Area MPO (WMPO)
 - Grand Strand MPO (GSATS)

IV. OTHER

10. Open discussion: General questions, comments, and other discussions

11. Adjourn

Cape Fear RPO

P5.0 Local Input Prioritization Methodology

NCDOT approval 1/3/2018

CFRPO RTAC approval 2/16/2018

INTRODUCTION

The Cape Fear RPO (CFRPO) is required by state law to develop a local input methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, ferry, highway, public transportation, and rail) within the RPO boundary that compete for state and federal funding, and to submit the methodology to the NC Dept. of Transportation for approval. This Local Input Prioritization Methodology applies within the Cape Fear RPO planning boundary, which includes the counties of Brunswick (partial), Columbus, and Pender (partial).

The RPO has developed this prioritization methodology in an effort to satisfy the quantitative, data-driven requirements of the STI (Strategic Transportation Investments) law while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible. STI establishes a funding formula which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program (STIP), which identifies the transportation projects that will receive funding during a specified 10-year period.

Transportation projects competing for funding through STI are divided into three tiers based on project characteristics as follows:

Statewide Mobility: Projects in this tier compete statewide. Eligible projects include:

- Interstate highways and designated future interstates, including I-40 and Future I-74;
- National Highway System highways and STRAHNET highways, including US 17, US 74 and US 76; and
- Freight capacity and safety improvements to Class I freight rail corridors, including the CSX rail line in Brunswick and Columbus counties and the abandoned Wallace-Castle Hayne line in Pender County.

Regional Impact: In the Cape Fear RPO region, projects in Brunswick and Pender counties compete in Region B with eligible projects throughout the 14 counties in NCDOT Divisions 2 and 3, including the cities of Wilmington, Jacksonville, Greenville, New Bern, Kinston, and Morehead City. Projects in Columbus County compete in Region C with eligible projects throughout the 12 counties in NCDOT Divisions 5 and 6, including the cities of Raleigh, Durham, Fayetteville, Cary, and Lumberton. Eligible projects include:

- Statewide Mobility projects not funded at the Statewide Mobility tier;

- US and NC highways not eligible at the Statewide Mobility tier, including US 117, US 421, US 701, US 17 Business, US 117 Business, US 701 Business, NC 11, NC 50, NC 53, NC 87, NC 130, NC 210, NC 211, NC 214, NC 410, NC 904, and NC 906; and
- The State-maintained ferry system, excluding passenger vessel replacement, including improvements and expansions to the Southport-Ft. Fisher ferry.

Division Needs: In the Cape Fear Region, projects in Brunswick and Pender counties compete with eligible projects throughout NCDOT Division 3, including the cities of Wilmington and Jacksonville. Projects in Columbus County compete with eligible projects throughout NCDOT Division 6, including the cities of Fayetteville and Lumberton. Eligible projects include:

- Statewide Mobility projects not funded at the Statewide Mobility or Regional Impact tiers and Regional Impact projects not funded at the Regional Impact tier;
- State-maintained secondary routes and federally-funded municipal road projects, including E Boiling Spring Rd, Gilbert Rd, Old Lake Rd, Hallsboro Rd, Shaw Hwy, Penderlea Hwy, and Malpass Corner Rd;
- General aviation airports, including Cape Fear Jetport (SUT) near Southport, Columbus County Airport (CPC) near Whiteville, and Henderson Field (ACZ) in northern Pender County;
- Community public transportation systems, including Brunswick Transit, Columbus Transportation, and PAS-TRAN;
- Standalone bicycle and pedestrian transportation projects, including sidewalks, bike lanes, and multi-use paths; and
- Replacement of ferry vessels, including those on the Southport-Ft. Fisher route.

This methodology describes the process by which the Cape Fear RPO evaluates transportation projects and assigns local input points to qualifying transportation projects according to local priorities. The Cape Fear RPO has 1300 local input points available for assignment to eligible projects at both the Regional Impact and Division Needs tiers. Projects may receive no more than 100 total points from local transportation planning organizations (MPOs and RPOs); therefore, the Cape Fear RPO will assign points to a minimum of 13 transportation projects at both tiers.

DESCRIPTION OF CRITERIA

The following scoring criteria will be used to generate a total project score for each CFRPO transportation project, regardless of mode. Each project will receive a total project score at the Regional Impact tier and/or Division Needs tier according to its eligibility.

1. **PRIORITIZATION 5.0 QUANTITATIVE SCORE (QUANTITATIVE):** The Cape Fear Area RPO believes that the Prioritization 5.0 Quantitative Score (“P5.0 Score”) is the best criterion to maximize the funding potential of the transportation projects in the RPO area. Projects that do not score well by the P5.0 Score will have difficulty competing for funding. The criterion is defined as the project’s P5.0 Score for the corresponding tier.
2. **DIVISION PRIORITY (QUALITATIVE):** Projects will not be competitive at the Regional Impact or Division Needs tier unless they have the support of the Division Engineer and rank well by the Division Engineer’s scoring criteria. The Cape Fear RPO will request that Division Engineers or their designees assign each project a HIGH, MEDIUM, LOW, or NONE priority classification for each tier at which the project competes. Division Engineers should assign priority classifications such that projects are distributed with an approximately equal number of projects in each classification. Projects will be given 100, 50, 25, or 0 points according to their classification. Where projects are located in both Divisions 3 and 6, Division Priority points will be allocated based on the share of the project in each division.
3. **COUNTY PRIORITY (QUALITATIVE):** Projects should have local support. County RTCC representatives are expected to collaborate with other county staff, county elected officials, staff and elected officials of municipalities within their boundaries, and other stakeholders representing county transportation modes or systems, as deemed appropriate by each county’s RTCC representative, to develop county priorities. Each county RTCC representative will assign every project within the county a HIGH, MEDIUM, LOW, or NONE priority classification for each tier at which the project competes. County RTCC representatives should assign priority classifications such that projects are distributed with an approximately equal number of projects in each classification. Projects will be given 100, 75, 50, and 0 points according to their classification. If a project is prioritized by more than one CFRPO county, it will be assigned the average of the points received.
4. **PROJECT DEVELOPMENT (QUALITATIVE):** Projects that have had significant planning or development activities completed are eligible for additional points to distinguish them from projects that are simply conceptual. Points will be given cumulatively to projects for each of the following criteria as indicated for a maximum of 100 points: a feasibility study has been completed or a corridor plan or other project-specific plan has been adopted [10 pts.]; preliminary design or engineering has begun [10 pts.]; project was programmed in a prior STIP or otherwise was in the development/merger process [10 pts.]; right-of-way attainment has begun, was previously completed, or is otherwise not expected to be required [10 pts.]; project sibling is funded in the current STIP or has been completed [20 pts.]; project is programmed in the current STIP [40 pts.].

TOTAL PROJECT SCORE AND RANKING APPROACH

Project rankings will be developed at each tier using the total project scores of eligible projects. Project scores will be calculated as follows:

Regional Impact tier score

$$\begin{aligned} &= (0.50 \times P5.0 \text{ Score for tier}) + (0.20 \times \text{Division Priority points for tier}) \\ &+ (0.20 \times \text{County Priority points for tier}) + (0.10 \times \text{Project Development points}) \end{aligned}$$

Division Needs tier score

$$\begin{aligned} &= (0.30 \times P5.0 \text{ Score for tier}) + (0.30 \times \text{Division Priority points for tier}) \\ &+ (0.30 \times \text{County Priority points for tier}) + (0.10 \times \text{Project Development points}) \end{aligned}$$

POINT ASSIGNMENT PROCESS

Preliminary Point Assignments: Preliminary points will be assigned at both the Regional Impact and Division Needs tiers based on the project ranking. Preliminary points may be assigned to any project eligible to receive points at the respective tier if it has not been fully funded at a higher tier. Preliminary point assignments will take into consideration the share of the project within the RPO and point sharing opportunities.

Any project that crosses the RPO boundary will be eligible for local input points in excess of the percentage of the project within the RPO boundary, up to 100 points, if the adjacent MPO/RPO provides less than their full share of points. Any project entirely beyond the RPO boundary will be eligible for up to 100 local input points to be shared with the adjacent MPO/RPO if the project has benefits to a primary route between the RPO area and major destinations outside of the RPO area. The Cape Fear RPO will endeavor to accept points shared by adjacent MPO/RPOs for projects crossing the RPO boundary that would otherwise not receive Cape Fear RPO points according to the point assignment process unless doing so is determined to jeopardize the funding potential of a higher priority Cape Fear RPO project. If points sharing is approved, both the Cape Fear RPO and the adjacent MPO/RPO must agree to the amount of points donated and provide this arrangement in writing to NCDOT's Office of Prioritization.

Preliminary points will be assigned until all 1300 available points are assigned at each tier as follows:

1. Top two scoring highway projects in each RPO county will be eligible for 100 points each (600 points max).
2. Top three scoring non-highway projects will be eligible for 100 points each, regardless of non-highway mode or location (300 points max).
3. Remaining points cascade to next highest scoring projects, regardless of mode or locations, up to 100 points each.

Preliminary point assignments will be posted to the Cape Fear RPO website. If time permits, the RTCC will recommend and the RTAC will approve preliminary point assignments. Otherwise, the RPO staff will approve preliminary point assignments.

Final Point Assignments: Preliminary point assignments may be modified by the RTAC to provide local oversight to the data-driven process, to compensate for situations where the methodology does not accurately reflect the RTAC's priorities, and to ensure appropriate projects at the relevant tier. Justifications for modifying preliminary point assignments include project cost, point sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information, methodology failures, potential reconsideration of the limits of a programmed project, and public comment. The justifications for any final point assignments that deviate from published preliminary point assignments will, at minimum, be noted in the final point assignment worksheet and documented in the meeting minutes. In the event that projects receiving final point assignments become unexpectedly uncompetitive due to any last minute deviations in actual or expected point assignments by NCDOT Division Engineers or other transportation planning organizations (MPOs or RPOs), the RTAC delegates to its chair the power to modify final point assignments to maximize project competitiveness. Any such modification and accompanying justification will be noted in an amended final point assignment worksheet, which will be posted to the RPO website.

SCHEDULE

The following schedule is subject to change for a variety of reasons, many of which are beyond the control of the RPO. Any change to the schedule will be updated on the RPO website and in this document, which will be also available on the RPO website; however modification to the timeline will not require public notice or comment, nor adoption by the RTAC, nor approval by NCDOT.

1. Draft prioritization methodology will be developed by RPO staff. [Fall 2017]
2. Draft prioritization methodology will be submitted to the RTCC for recommendation and to the RTAC for preliminary approval. [November 2017]
3. Draft prioritization methodology will be revised as necessary to conform with NCDOT guidelines, posted to RPO website, and submitted to NCDOT for conditional approval. [December 2017]
4. Conditionally approved methodology will be recommended for final approval by the RTCC and approved by the RTAC. Approved methodology will be posted to the RPO website once approved by NCDOT and the RTAC. [February 2018]
5. RPO staff will determine **PROJECT DEVELOPMENT** points for all projects eligible to compete at the Regional Impact tier. [April/May 2018]

6. The RTCC representative from each RPO county will assign a **COUNTY PRIORITY** to each project within the county competing at the Regional Impact tier according to the Description of Criteria. [April/May 2018]
7. NCDOT Division Engineers will assign a **DIVISION PRIORITY** to each project competing at the Regional Impact tier according to the Description of Criteria. [April-May 2018]
8. RPO staff will discuss point sharing with staff of other MPO/RPOs. [April-May 2018]
9. Regional Impact project scores, rankings, and preliminary point assignments will be generated according to the Point Assignment Process. [May 2018]
10. RTCC will recommend and RTAC will make final Regional Impact point assignments at their June meetings. RTCC and RTAC meetings are public meetings where public comment on point assignments will specifically be sought. [June 2018]
11. Final Regional Impact tier point assignments will be entered into SPOT Online and posted to the CFRPO website. [June 2018]
12. RPO staff will determine **PROJECT DEVELOPMENT** points for all Division Needs tier projects. [August - September 2018]
13. The RTCC representative from each RPO county will assign a **COUNTY PRIORITY** to each project within the county competing at the Division Needs tier according to the Description of Criteria [August-September 2018].
14. NCDOT Division Engineers will assign a **DIVISION PRIORITY** to each project competing at the Division Needs tier according to the Description of Criteria. [August - September 2018]
15. RPO staff will discuss point sharing with staff of other MPO/RPOs. [September 2018]
16. Division Needs project scores, rankings, and preliminary point assignments will be generated according to the Point Assignment Process. [September 2018]
17. RTCC will recommend and RTAC will make final Division Needs point assignments at their October meetings. RTCC and RTAC meetings are public meetings where public comment on point assignments will specifically be sought. [October 2018]
18. Final Division Needs point assignments will be entered into SPOT Online and posted to the CFRPO website. [October 2018]

PUBLIC OUTREACH

This process is intended to be open and transparent. As such, all meetings of the RTCC and RTAC are open to the public and public comment is a recurring item on all meeting agendas. In addition, RTCC and RTAC meeting dates and, as available, agendas and minutes are available on the RPO website at <http://www.capefearrpo.org>. Relevant documents, including this methodology and preliminary and final point assignments, will also be posted for public review

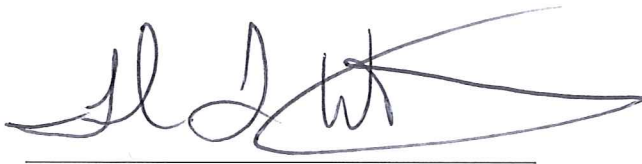
at the RPO's website. Public comment is specifically sought on preliminary point assignments during the 30 days prior to final point assignment by the RTAC and during the public comment period for the RTAC meeting where final points are assigned, currently scheduled for June 22, 2018 for the Regional Impact tier and October 19, 2017 for the Division Needs tier. Meeting date changes and accompanying changes in public comment periods will be posted to the RPO website. Additionally, instructions for submitting public comments outside of official meetings will be provided on the RPO website. At minimum, comments may be submitted in person, by telephone, or via email. Comments will be collected by RPO staff and distributed to the RTCC and RTAC as part of their normal meeting materials.

MATERIAL SHARING

The following information, at minimum, will be made available on the Cape Fear RPO website:

- A link to the NCDOT STI Prioritization Resources website;
- The adopted Cape Fear RPO P5.0 Local Input Prioritization Methodology;
- Highlights of schedule milestones, including public comment periods and public meeting schedules; and
- Preliminary and final local input point assignment sheets, including justifications of methodology deviations.

APPROVED BY THE CAPE FEAR RPO TRANSPORTATION ADVISORY COMMITTEE
ON 2/16/2018

A handwritten signature in blue ink, appearing to read 'FW', with a long horizontal stroke extending to the right.

Frank Williams, Chair

A handwritten signature in blue ink, appearing to read 'AS', with a long horizontal stroke extending to the right.

Allen Serkin, Secretary



Strategic Prioritization Office of Transportation Local Input Point Assignment Methodology

Introduction

The Down East Rural Planning Organization (DERPO), covering Carteret, Craven, Jones, Onslow and Pamlico Counties, is required by the Strategic Transportation Investments law to develop a local input methodology for prioritizing all transportation projects (aviation, bike and pedestrian, ferry, highway, public transportation and rail) within the RPO boundary that may compete for state and federal funding, and to submit the methodology to the North Carolina Department of Transportation (NCDOT) for approval.

The DERPO has developed this prioritization method in an effort to satisfy the quantitative, data-driven requirements of the legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

This process is intended to be open and transparent. As such, all meetings of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) are open to the public and public participation will be solicited at these meetings and through an advertised Public Comment Period. In addition, the draft methodology and preliminary point assignments will be posted at the Eastern Carolina Council of Governments' DERPO webpage:

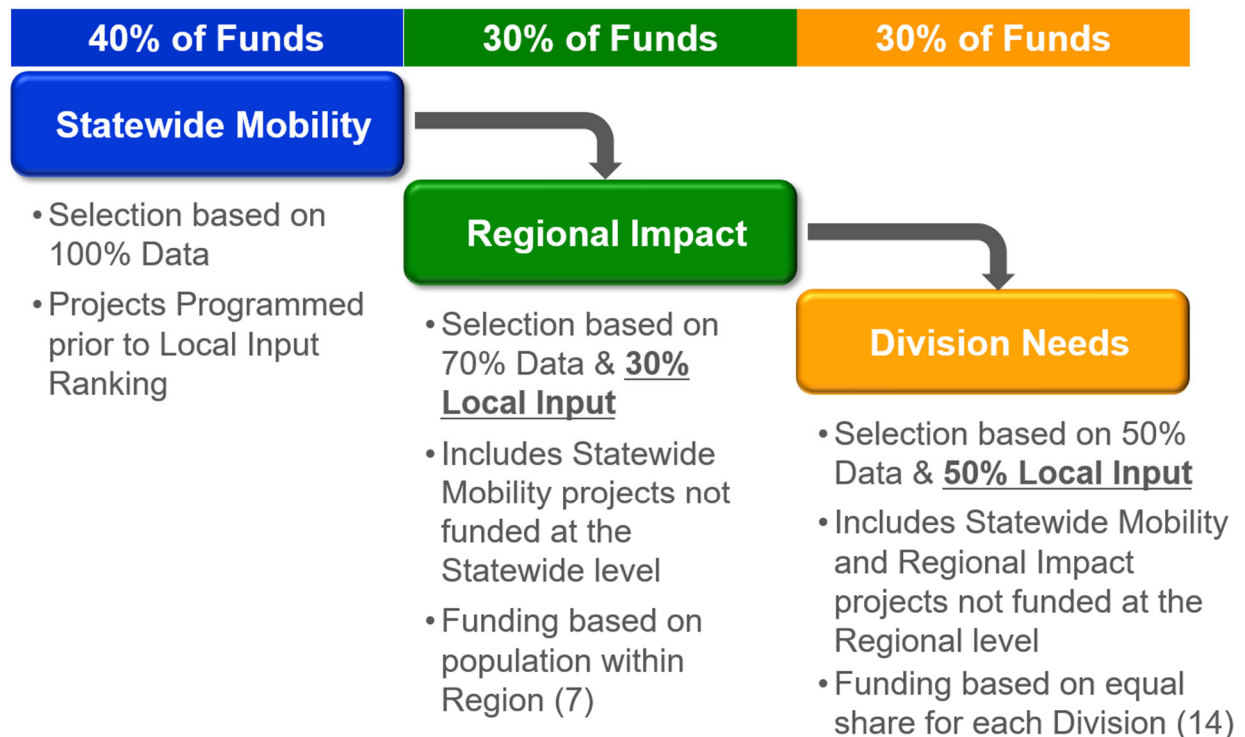
<http://www.eccog.org/derpo/ncdot-prioritization/> along with instructions for submitting comments. Comments will be collected by the RPO Coordinator and distributed to the TCC and TAC as part of their normal meeting packets.

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division

Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> Interstates (existing & future) NHS routes (as of July 1, 2012) STRAHNET Routes ADHS Routes Uncompleted Intrastate projects Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. Down East RPO has a total of 1,400 points to apply to projects in the Regional Impact category and a total of 1,400 points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

Schedule

During every Prioritization cycle the DERPO will create a Prioritization Sub-committee where at least one voting member from each of the five counties and the two NCDOT Highway Divisions will participate. This Sub-committee will make the initial draft local point assignments.

At the initial convening of the Sub-committee any changes to Strategic Transportation Improvement legislation or the SPOT formulas, rankings, or process will be reviewed and discussed. Based on that review this methodology will be revisited to make any changes or adjustments necessary to remain in compliance and to optimize our prioritization process to the needs of the DERPO region. Any

changes or adjustments will be made available for public comment and subsequently approved by the TCC and TAC prior to being enacted.

When NCDOT opens the window for submission of new candidate projects the Sub-committee will meet to review existing SPOT projects from every transportation mode with the potential to be removed from the system and new candidate projects from every transportation mode with the potential to be submitted to the SPOT scoring system. The recommendations from this Sub-committee will be presented to the TCC and TAC at their next regularly scheduled meeting for approval. This meeting is open to the public.

After Statewide Mobility projects are programmed and quantitative scores are released the Sub-committee will meet to determine point assignments based on the scoring criteria described below and consultation with NCDOT Division staff, neighboring MPOs and RPOs, local aviation, ferry, port, rail and transit operators. As soon as those preliminary scores are calculated they will be posted on the Eastern Carolina Council of Governments' DERPO webpage:

<http://www.eccog.org/derpo/ncdot-prioritization/> for public review and comment for no less than 30 days. Any public comment gathered during this time will be considered when applying Local Input Points.

The TCC and TAC will review the final Regional Impact Project Scores provided by the Sub-committee and discuss final application of Local Input Points at their meetings, which will be public meetings where public comment will specifically be sought on the final scores and where the public comments, and any others received during the prioritization process, will be a basis for applying points. Local Input Points will be discussed in an open meeting and any points assigned and their justifications will be documented in the meeting minutes. Final adjusted scores approved by the TAC will be posted, with any appropriate justifications necessary, to the RPO website at that time. Final Regional Impact points will be entered into SPOT Online at this time.

After the Regional Impact programmed projects are released by NCDOT the Sub-committee will meet to generate the Division Needs Local Input Scores based on the scoring criteria described below and consultation with NCDOT Division staff, neighboring MPOs and RPOs, local aviation, ferry, port, rail and transit operators. As soon as those preliminary scores are calculated they will be posted on the Eastern Carolina Council of Governments' DERPO webpage:

<http://www.eccog.org/derpo/ncdot-prioritization/> for public review and comment for no less than 30 days. Any public comment gathered during this time will be considered when applying Local Input Points.

The TCC and TAC will review the final Division Needs Project Scores provided by the Sub-committee and discuss final application of Local Input Points at their meetings, which will be public meetings where public comment will specifically be sought on the final scores and where the public comments, and any others received during the prioritization process, will be a basis for applying points. Local Input Points will be discussed in an open meeting and any points assigned and their

justifications will be documented in the meeting minutes. Final adjusted scores approved by the TAC will be posted, with any appropriate justifications necessary, to the RPO website at that time. Final Division Needs points will be entered into SPOT Online at this time.

For Prioritization 5 the timeline is as follows:

- Quantitative scores are released for Prioritization 5 projects by NCDOT (March 31, 2018)
- Proposed Local Regional Impact input points are allocated to Prioritization 5 projects (April-July 2018)
- A 30 day public comment period is provided to review and comment on local Regional Impact input point allocations (May 2018)
- DERPO TAC endorses final local Regional Impact input point allocations and submits them to NCDOT (Summer 2018)
- Proposed Local Division Needs input points are allocated to Prioritization 5 projects (September-October 2018)
- A 30 day public comment period is provided to review and comment on local Division Needs input point allocations (September 2018)
- DERPO TAC endorses final local Division Needs input point allocations and submits them to NCDOT (October 30, 2018)
- Final scores are issued to Prioritization 5 projects and posted on the DERPO website (October 2018)
- NCDOT releases draft STIP (January 2019)

Process

Assigning local priority points is based on a combination of the quantitative technical score provided by SPOT, and a qualitative evaluation of the competitiveness of each project with respect to its potential funding category. It is the policy of the Down East Rural Planning Organization that the RPO will, by default, not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that deviates from the original ranking.

Each MPO, RPO, and Division can assign a maximum of 100 points to each project; however, projects receiving zero priority points are still included in the prioritization with their total scores being based solely on their quantitative data points. For projects that span multiple MPOs/RPOs, the maximum points each organization can submit is equal to the percentage of the project in the organization (for a high priority, DERPO would allocate 45 points for a project 45% within the DERPO region). Organizations are allowed to donate points to a neighboring MPO/RPO for a project outside of their area that is a high priority.

Scoring Criteria

To address prioritization across all modes of transportation, the RPO establishes target modal mixes for both the Regional Impact and Division Needs categories. These target point mixes are flexible but provide the initial budget of points per mode. Projects that are unable to meet the competitive threshold are deemed “uncompetitive” within the Strategic Prioritization system and do not receive local prioritization points. In the absence of a competitive project(s) for a mode, the target modal points are redistributed across the other modes based on the original distribution percentages. Table 2 below shows the target modal mixes adopted by the RPO for Strategic Prioritization 5.

Mode	Regional Impact	Division Needs
Aviation	N/A	100
Bicycle / Pedestrian	N/A	300
Ferry	N/A	100
Highway	1300	800
Public Transportation	N/A	100
Rail	100	0
Total	1400	1400

Table 2. Down East RPO Strategic Prioritization Target Modal Mixes

The RPO’s SPOT sub-committee reviews the target modal mixes for each Strategic Prioritization cycle and recommends adjustments to the targets as necessary. To determine the modal mix for the fifth round of Strategic Prioritization, the RPO’s SPOT sub-committee reviewed the previous cycles of Strategic Prioritization and the number of projects submitted per mode. The TCC and TAC approve the target modal mixes, which allows staff to begin the recommended point allocation.

The RPO developed a methodology for distribution of prioritization points that maximizes the number of projects deemed to be competitive for advancement into the initial phase of the process and that addresses as many quantified transportation needs, regardless of mode, as possible. This process is based on the TAC decision to maximize the number of projects demonstrating need that score high enough to be considered for potential funding. This approach ensures that the maximum overall improvement to our regional network can be prioritized and potentially funded through the STI funding requirements in the STIP. This notion of maximizing funding potential and the number of competitive projects is the fundamental principle guiding the RPO’s local priority point allocation.

Competitiveness is a relative term that simply describes the likelihood of a project advancing to the next step of programming. It should be noted that prioritization is simply one step of many towards the actual programming and completion of a project. The RPO estimates competitiveness based on a number of factors such as the projected revenue for the upcoming programming period, the priorities of neighboring MPOs and RPOs, how Division Engineers prioritize projects in previous

cycles, and certainly the other transportation projects competing for funding within a given STI category. After reviewing all relevant factors, the RPO estimates the minimum SPOT score needed for consideration for programming. The RPO then examines the NCDOT calculated quantitative scores and assigns local priority points to the highest scoring projects in order to maximize the number of projects that meet the competitive threshold. The following figures illustrate this methodology.

Figure X (this is a visualization, not actual scores) shows a sampling of projects plotted by their NCDOT calculated quantitative scores. Based on these plotted scores and the funding available, the RPO estimated the competitive threshold to be approximately a project score of 43, shown as the red line. Projects already exceeding a score of 43 are already deemed competitive and thus do not benefit from additional local priority points.

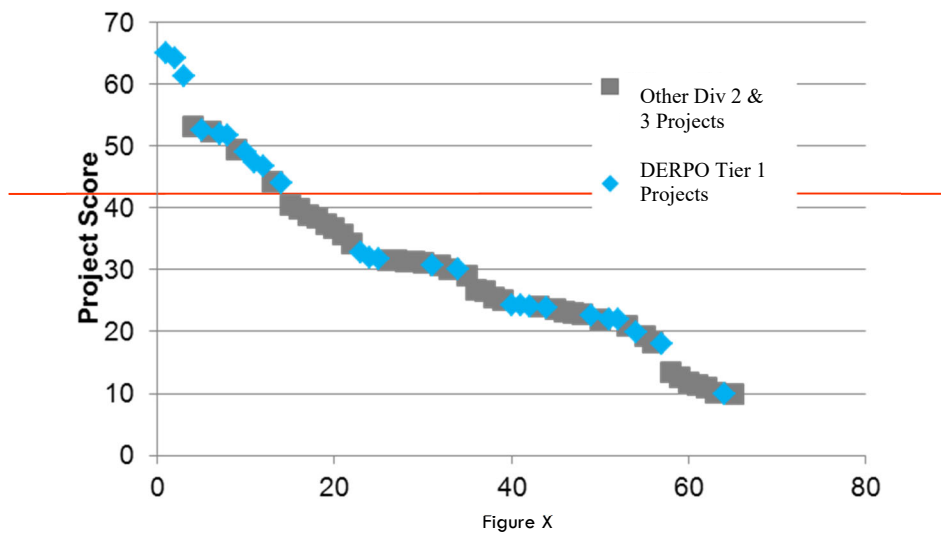
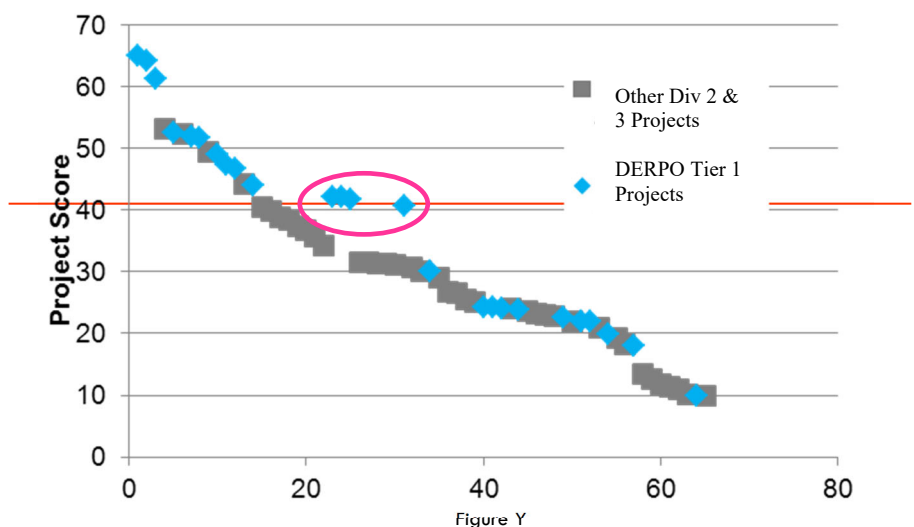


Figure Y (this is a visualization, not actual scores) below shows the results of assigning local priority points to those projects just under the competitive threshold. Using this methodology results in more RPO projects ultimately being considered for the next step of programming.



It should be noted that in some cases a project's quantitative score may be so low that even with the maximum number of local priority points (100 points), it may not meet the competitive threshold. In these cases, the project is deemed uncompetitive and local priority points are not assigned. Competitiveness varies across STI categories and modes because the amount of funding changes as does the number and types of projects competing for funding. A quantitative score of 50 in Craven County (Region B, Division 2) may be deemed more competitive than a quantitative score of 60 in Onslow County (Region B, Division 3) because of the competition and funding for those two different Divisions. Therefore, the RPO estimates competitive thresholds for all STI Regions, Divisions, and modes.

This methodology recognizes that a high score in the Strategic Prioritization process is the first step, with many other major contributing factors impacting the STIP project funding decisions. In part, these include fiscal constraint (both state/federal and local/private), cash flow, regulatory compatibility and funding source availability/eligibility for the region.

To achieve maximum funding potential for the maximum number of projects, the 1,400 points per category are applied where they have the greatest overall impact to the network, thus making a group of projects that are highly effective potentially competitive for STIP programming. Point allocation for each STI category is evaluated separately because funding levels are set by STI category, and projects are initially prioritized with other projects of the same category. Once the competitive threshold is determined, only enough points are applied to the competitive projects to meet or slightly exceed the threshold calculated for each STI category. This approach ensures that the RPO is prioritizing a suite of improvements that provide for the maximum network benefit. Point assignments may be modified by the TAC to provide local oversight to the data-driven process, to compensate for situations where the methodology does not accurately reflect the TAC's priorities, and to ensure appropriate projects at the relevant tier. Justifications for modifying point assignments include project cost, point sharing arrangements, estimated points required for funding, modal distribution, new information, methodology failures, potential reconsideration of the limits of a programmed project, and public comment. The justifications for any final point assignments that deviate from published point assignments will, at minimum, be noted in the final point assignment worksheet and documented in the meeting minutes.

Material Sharing

The following information, at minimum, will be made available on the Down East RPO website:

- A link to the NCDOT STI Prioritization Resources website;
- The adopted Down East RPO P5.0 Local Input Prioritization Methodology;
- Highlights of schedule milestones, including public comment periods and public meeting schedules; and
- Preliminary and final local input point assignment sheets, including justifications of methodology deviations.

FY 2021-2022
PLANNING WORK PROGRAM
ANNUAL PROPOSED FUNDING SOURCES TABLE
Cape Fear RPO

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS		
		LOCAL	STATE	TOTAL
		20%	80%	
I. DATA COLLECTION AND ASSESSMENT				
I-1	DATA COLLECTION AND ASSESSMENT	\$ 1,300	\$ 5,200	\$ 6,500
I-1.1	Highway			
I-1.2	Other Modes			
I-1.3	Socioeconomic			
I-1.4	Title VI			
II. TRANSPORTATION PLANNING				
II-1	COMPREHENSIVE TRANSPORTATION PLAN (CTP)	\$ 2,000	\$ 8,000	\$ 10,000
II-1.1	Develop CTP Vision			
II-1.2	Conduct CTP Needs Assessment			
II-1.3	Analyze Alternatives and Environmental Screening			
II-1.4	Develop Final Plan			
II-1.5	Adopt Plan			
II-2	PRIORITIZATION	\$ 2,600	\$ 10,400	\$ 13,000
II-2.1	Project Prioritization			
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 800	\$ 3,200	\$ 4,000
II-3.1	STIP Participation			
II-3.2	Merger / Project Development			
II-4	GENERAL TRANSPORTATION PLANNING	\$ 5,000	\$ 20,000	\$ 25,000
II-4.1	Regional and Statewide Planning			
II-4.2	Special Studies, Projects and Other Trainings			
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES				
III-1	ADMINISTRATIVE ACTIVITIES	\$ 5,300	\$ 21,200	\$ 26,500
III-1.1	Administrative Documents			
III-1.2	TCC / TAC Work Facilitation; Ethics Compliance			
III-1.3	Program Administration			

IV. DIRECT COSTS				
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 2,300	\$ 9,200	\$ 11,500
IV-1.1	Program-wide Direct Costs			
IV-2	ADVERTISING	\$ 300	\$ 1,200	\$ 1,500
IV-2.1	News Media Ads			
IV-3	LODGING, MEALS, INCIDENTALS	\$ 200	\$ 800	\$ 1,000
IV-3.1	Hotel Costs			
IV-3.2	Meal Costs			
IV-3.3	Incidentals			
IV-4	POSTAGE	\$ 20	\$ 80	\$ 100
IV-4.1	Mailings			
IV-5	REGISTRATION / TRAINING	\$ 100	\$ 400	\$ 500
IV-5.1	Conference Registration			
IV-5.2	Meeting / Workshop / Training Fees			
IV-6	TRAVEL	\$ 640	\$ 2,560	\$ 3,200
IV-6.1	Mileage Reimbursement			
IV-6.2	Car Rental Costs			
IV-6.3	Other Travel Expenses			
V. INDIRECT COSTS				
V-1	INDIRECT COSTS	\$ 6,034	\$ 24,135	\$ 30,169
V-1.1	Incurred Indirect Costs			
TOTAL		\$ 26,594	\$ 106,375	\$ 132,969

Approved by the TAC on: _____20__

Signature, TAC Chairman

Signature, RPO Secretary

**FY 2021-2022
PLANNING WORK PROGRAM
Narrative
Cape Fear RPO**

I. DATA COLLECTION AND ASSESSMENT

I-1 DATA COLLECTION AND ASSESSMENT **\$ 6,500.00**

I-1.1 Highway

Collection, analysis, and mapping of highway- and vehicle-related data, including the CFRPO traffic counting program, signalized intersections, etc.

I-1.2 Other Modes

Collection, analysis, and mapping of non-highway-related data, etc.

I-1.3 Socioeconomic

Collection, analysis, and mapping of demographic, socioeconomic, land use, and environmental data, including existing and future land use, zoning, employment, commuting, travel preference data; etc.

I-1.4 Title VI

Collection, analysis, and mapping of demographic data related to Title VI compliance, including minority, poverty, age 65+, English proficiency, vehicle access; etc.

II. TRANSPORTATION PLANNING

II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT **\$ 10,000.00**

II-1.1 Develop CTP Vision

Study setup and coordination for the Brunswick Co. CTP, including Community Understanding Report, meeting coordination, developing CTP vision/goals/objectives, public engagement prior to final adoption, etc.

II-1.2 Conduct CTP Needs Assessment

Review and analyze Brunswick Co. CTP data and transportation deficiencies; develop project and program alternatives and recommendations; ensure recommendations are developed to achieve all components of CTP vision/goals/objectives; etc.

II-1.3 Analyze Alternatives and Environmental Screening

Review and analyze project and program alternatives against community vision/goals/objectives, natural and human environmental constraints, fiscal reality, funding and maintenance concerns, etc.

II-1.4 Develop Final Plan

Develop and review final written, graphic, and mapping products for the Brunswick Co. CTP

II-1.5 Adopt Plan

Coordinate meetings, develop and review presentations, attend public hearings and other meetings, etc. related to final CTP adoption

II-2 PRIORITIZATION **\$ 13,000.00**

II-2.1 Project Prioritization

Duties and responsibilities related to implementing STI and other local project prioritization activities

II-3 PROGRAM AND PROJECT DEVELOPMENT **\$ 4,000.00**

II-3.1 STIP Participation

Duties and responsibilities related to reviewing and commenting on STIP additions, modifications, deletions, and drafts; other correspondence with STIP unit; etc.

II-3.2 Merger / Project Development

Review and comment on Merger and other project development documents and attend Merger and other project development meetings

II-4 GENERAL TRANSPORTATION PLANNING **\$ 25,000.00**

II-4.1 Regional and Statewide Planning

Participate in a regional and statewide planning activities, including Wilmington MPO TCC, GSATS TCC and MTP, Brunswick Transit TAB, Columbus County Transportation TAB, PAS-TRAN TAB, East Coast Greenway Alliance, Mountains-to-Sea Trail, NCARPO, APA-NC, NCDOT committees, Eastern NC MPO/RPO Coalition, NCARPO Admin Docs Committee, NCDOT Prioritization Workgroup, etc.; conduct TRC reviews; review local/regional/statewide news related to transportation, land use, demographics, socioeconomics, and economic activity

II-4.2 Special Studies, Projects and Other Trainings	
Assist member jurisdictions with transportation, land use, environment, demographic/socio-economic, and mapping components of land use plans and ordinances; develop local bicycle and pedestrian plans; develop corridor studies; develop parking inventories and plans; update transit LCPs (as needed); participate in other special studies or plans as requested or approved by the RTAC; transportation- and GIS- related training, including NCAMPO conference, NCPTA conference, NCDOT PTD training conference, NC Transportation Summit, NC Rail Forum, etc.	
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES	
III-1 ADMINISTRATIVE ACTIVITIES	\$ 26,500.00
III-1.1 Administrative Documents	
Preparation of Planning Work Plan, PWP amendments, indirect cost allocation plan, quarterly invoices and reimbursement documentation; update of RTCC/RTAC bylaws, RPO MOU, or LPA funding agreement, as necessary	
III-1.2 TCC / TAC Work Facilitation; Ethics Compliance	
Conduct/attend RTCC/RTAC meetings, including preparation of meeting announcements, agendas, packets, minutes, etc.; coordinate RTCC/RTAC appointments/elections; develop RTCC/RTAC rosters and meeting schedules; ensure RTAC ethics compliance; etc.	
III-1.3 Program Administration	
Update and implement Public Involvement Plan, Title VI Plan, etc.; maintain and update website and public notice distribution lists; collect and review public comments; ensure program compliance; respond to inquiries from the general public and correspond with other transportation stakeholders on items not otherwise addressed above; staff meetings; general program administration	
IV. DIRECT COSTS	
IV-1 PROGRAMMATIC DIRECT CHARGES	\$ 11,500.00
IV-1.1 Program-wide Direct Costs	
Direct costs including audit, phone and internet, copies, ink and printing, RPO America dues and other dues and subscriptions, equipment (vehicle, bicycle, and pedestrian counters) and supplies, insurance, building rent and maintenance, professional services, computer and information technology (Adobe, Office 365, ESRI, Community Viz, Community Analyst, and virtual meeting subscriptions), etc.	
IV-2 ADVERTISING	\$ 1,500.00
IV-2.1 News Media Ads	
Public notice advertisements; public involvement advertisements	
IV-3 LODGING, MEALS, INCIDENTALS	\$ 1,000.00
IV-3.1 Hotel Costs	
Lodging costs for overnight program and training activities, including NCAMPO conference, NCPTA conference, NC Transportation Summit, and NCARPO quarterly meetings	
IV-3.2 Meal Costs	
Overnight travel-related meal per-diems	
IV-3.3 Incidentals	
Overnight travel-related incidentals, including tips	
IV-4 POSTAGE	\$ 100.00
IV-4.1 Mailings	
Postage for RTAC packets and other mailings	
IV-5 REGISTRATION / TRAINING	\$ 500.00
IV-5.1 Conference Registration	
Registration fees for NCAMPO, APA-NC, and other approved conferences	
IV-5.2 Meeting / Workshop / Training Fees	
Meeting, workshop, and training fees, etc.	
IV-6 TRAVEL	\$ 3,200.00
IV-6.1 Mileage Reimbursement	
Mileage reimbursement	
IV-6.2 Car Rental Costs	
Car rental costs	
IV-6.3 Other Travel Expenses	
Parking costs and other transportation expenses	

V. INDIRECT COSTS

V-1 INDIRECT COSTS APPROVED BY COGNIZANT AGENCY FY 18-19	\$ 30,169.00
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V-1.1 Incurred Indirect Costs

Indirect costs per NCDOT-approved indirect cost allocation plan

TOTAL	\$ 132,969.00
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Federal Transportation Earmarking in North Carolina

Definitions

- **“New Money” Earmark:**
 - An earmark that brings new funding to the State above and beyond any funding that would have been received in apportionments. Under GS 136-189.11(b)(2), new funds received as competitive awards or discretionary grants are not subject to STI and can be used without being selected through the STI Prioritization process.
- **“Existing Money” Earmark:**
 - An earmark that is derived by decreasing the amount of funding the State would have otherwise received in apportionments. In other words, Congress is simply designating funding the state would have received anyway in the form of an earmark. For “existing money” earmarks, state law requires the project must have been selected through the STI prioritization process.
- **“Committed” Project:**
 - A project that has been selected through the Strategic Transportation Investment (STI) prioritization process and programmed in the early years of the State Transportation Improvement Program (STIP) that does not have to re-compete for funding in subsequent rounds of prioritization. Projects in the STIP that have not attained committed status have to compete for funding again and may lose funding in subsequent rounds of prioritization if they do not score high enough.

Considerations for Earmark Candidate Projects

- **Projects should be committed in the State Transportation Improvement Program**
 - Under state law, “existing money” earmarks must be used on projects that have been through the required prioritization process and included in the State Transportation Improvement Program (STIP). Even if no funding from NCDOT is required to complete the project, NCDOT will not be able to make the earmark funding available if a project is not committed in the STIP.
 - Non-committed projects in the STIP cannot be obligated before the next round of prioritization. There is a possibility that a non-committed project may not score high enough in the next round of prioritization to retain its eligibility for funding in the STIP. Construction of a non-committed project cannot be accelerated by the use of an earmark.
- **Project should have access to other funding.**
 - Earmarks are frequently a fraction of what is needed to complete a project (regardless of the request amount), so without companion funding, the earmark will likely sit unused. Even if the request is a “new money” earmark funding that represents 100 percent of the current projected cost there are frequently cost increases that could jeopardize the state’s ability to advance the project unless there is companion funding available.
 - If the companion funding is local funding, NCDOT must ensure that the local government has the resources and is committed to funding any portion of the project that is not covered by earmark funding.
- **Project readiness should be evaluated.**
 - The current status and type of environmental document being completed for the project should be considered. Completing required environmental studies, securing necessary

permits and finalizing project designs can take months or years to complete depending on a project's characteristics.

AASHTO Recommendations to Congress

The American Association of State Highway and Transportation Officials is providing the following information to Congress:

- Earmark funding for transportation projects should come in addition to the share of federal-aid highway funds guaranteed to states via the formula program (commonly known as “above the line”). Earmark funding that comes from within the state’s federal share (or “below the line”) jeopardizes the ability of state DOTs to program and obligate federal-aid formula dollars for well-established priorities.
- Requests for earmarks should come through established planning processes and appear on the fiscally constrained Statewide Transportation Improvement Program (STIP) or metropolitan area’s Transportation Improvement Program (TIP).
- Congress should avoid earmarking a negligible amount of funding that will not significantly advance or complete the proposed project by requiring the sponsoring member to provide a certification identifying sources of funding for the cost of the entire project along with letters from all entities committed to funding the project indicating they are capable of doing so.
- An obligation timeframe should be set so that if a certain percentage of a project supported by the earmark has not been obligated within a set timeframe, the state DOT is given the authority to repurpose the funds.

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CAPE FEAR RURAL PLANNING ORGANIZATION

STIP MODIFICATIONS

* HO-0002C	- WILMINGTON URBAN AREA	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON.	CONSTRUCTION	FY 2021 -	\$4,705,000	(HSIP)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	INSTALL BROADBAND.		FY 2021 -	\$523,000	(S(M))
COLUMBUS	- LUMBER RIVER RURAL PLANNING	<u>ADD CONSTRUCTION IN FY 21 NOT PREVIOUSLY</u>		FY 2022 -	\$4,705,000	(HSIP)
ROBESON	ORGANIZATION	<u>PROGRAMMED.</u>		FY 2022 -	\$523,000	(S(M))
PROJ.CATEGORY	- CAPE FEAR RURAL PLANNING				\$10,456,000	
STATEWIDE	ORGANIZATION					
* HO-0002D	- WILMINGTON URBAN AREA	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN	CONSTRUCTION	FY 2023 -	\$1,760,000	(DP)
ANSON	METROPOLITAN PLANNING ORGANIZATION	WILMINGTON. VULNERABILITY ASSESSMENTS,			\$1,760,000	
BRUNSWICK	- CHARLOTTE REGIONAL	INSTALLATION OF FLOOD GAUGES, AND FLOOD				
COLUMBUS	TRANSPORTATION PLANNING	MONITORING.				
RICHMOND	ORGANIZATION	<u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY</u>				
ROBESON	- ROCKY RIVER RURAL PLANNING	<u>PROGRAMMED. DP FUNDS REPRESENTS FEDERAL</u>				
SCOTLAND	ORGANIZATION	<u>INFRA GRANT FUNDS.</u>				
UNION	- CAPE FEAR RURAL PLANNING					
PROJ.CATEGORY	ORGANIZATION					
STATEWIDE	- LUMBER RIVER RURAL PLANNING					
	ORGANIZATION					

* INDICATES FEDERAL AMENDMENT

Thursday, February 4, 2021

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CAPE FEAR RURAL PLANNING ORGANIZATION

STIP MODIFICATIONS

* HO-0002C	- WILMINGTON URBAN AREA	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON.	CONSTRUCTION	FY 2021 -	\$4,705,000	(HSIP)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	INSTALL BROADBAND.		FY 2021 -	\$523,000	(S(M))
COLUMBUS	- LUMBER RIVER RURAL PLANNING	<u>ADD CONSTRUCTION IN FY 21 AND FY 22 NOT</u>		FY 2022 -	\$4,705,000	(HSIP)
ROBESON	ORGANIZATION	<u>PREVIOUSLY PROGRAMMED AT THE REQUEST OF</u>		FY 2022 -	\$523,000	(S(M))
PROJ.CATEGORY	- CAPE FEAR RURAL PLANNING	<u>TRANSPORTATION MOBILITY AND SAFETY.</u>			\$10,456,000	
STATEWIDE	ORGANIZATION					
* HO-0002D	- WILMINGTON URBAN AREA	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN	CONSTRUCTION	FY 2023 -	\$1,760,000	(DP)
ANSON	METROPOLITAN PLANNING ORGANIZATION	WILMINGTON. VULNERABILITY ASSESSMENTS,		FY 2023 -	\$440,000	(S(M))
BRUNSWICK	- CHARLOTTE REGIONAL	INSTALLATION OF FLOOD GAUGES, AND FLOOD			\$2,200,000	
COLUMBUS	TRANSPORTATION PLANNING	MONITORING.				
RICHMOND	ORGANIZATION	<u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY</u>				
ROBESON	- ROCKY RIVER RURAL PLANNING	<u>PROGRAMMED DUE TO AWARD OF FEDERAL INFRA</u>				
SCOTLAND	ORGANIZATION	<u>GRANT (REPRESENTED BY DP FUNDS).</u>				
UNION	- CAPE FEAR RURAL PLANNING					
PROJ.CATEGORY	ORGANIZATION					
STATEWIDE	- LUMBER RIVER RURAL PLANNING					
	ORGANIZATION					

* INDICATES FEDERAL AMENDMENT

Thursday, March 4, 2021

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

CAPE FEAR RURAL PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-6040	- WILMINGTON URBAN AREA	I-40, EAST OF US 117 (MILE MARKER 393) TO NC 210	CONSTRUCTION	FY 2022 -	\$5,600,000	(NHPIM)
PENDER	METROPOLITAN PLANNING ORGANIZATION	(MILE MARKER 408). PAVEMENT REHABILITATION.		FY 2023 -	\$5,600,000	(NHPIM)
PROJ.CATEGORY	- CAPE FEAR RURAL PLANNING	<u>ACCELERATE CONSTRUCTION FROM FY 29 TO FY 22</u>				
STATEWIDE	ORGANIZATION	<u>TO REFLECT LATEST INTERSTATE MAINTENANCE PRIORITY.</u>			\$11,200,000	

* INDICATES FEDERAL AMENDMENT

Thursday, April 8, 2021

Projects in Development								
Project Manager	Contract T	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Mike Bass	DDRL	R-5021	CFRPO	NC 211 From Midway Rd to NC 87 : widen to a 4-lane divided facility	Brunswick	Y	Y	11/16/2021
Eric Murray	DPOC	W-5703Q	CFRPO	NC 130 at Longwood Rd and Waccamaw School Rd (Previously	Brunswick	Y		1/6/2022
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	New Hanover/ Pender	Y	Y	1/18/2022
Eric Murray	DPOC	R-5850	CFRPO	Widen NC 53 to 3 lanes from US 117 Bypass to Stag Park Rd	Pender			5/2/2025
Mike Bass	DPOC	R-5701	CFRPO	Burgaw Intersection Improvement	Pender			6/3/2027
Trace Howell	DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender			9/19/2028
Lydia	DDRL	I-6040	CFRPO	I-40 East of US 117 to NC 210 Pavement Rehab	Pender			4/17/2029
Brian Harding	DDRL	U-5932	CFRPO/GSATS	US 17 at NC 211 Interchange	Brunswick			PY
Mike Bass	DDRL	R-5947	CFRPO	Widen NC 211 to 4 lanes from SR 1112 (Sunset Harbor Rd) to NC 906 (Midway Rd)	Brunswick			PY
Mike Bass	DPOC	R-5877	CFRPO	US 17 at NC 210 (Surf City) Green-T	Pender			PY
Mike Bass	DPOC	R-5899	CFRPO	Roundabout at NC 210 and Watts Landing Road (Surf City)	Pender			PY
Mike Bass	DDRL	R-5900	CFRPO	NC 210/NC 50 and Belt Rd RAB (Surf City)	Pender			PY

PE Work Continuing	
Work Continuing for Updating Estimate Only	

Date Completed: 4/6/2021

PO: CFRPO

Contact: Caitlin Marks
910-341-2001
cmmarks@ncdot.gov

Projects Under Construction

Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
C204151	Alex Stewart	B-4438	Brunswick	Brunswick 47 on NC 211 over Bear Pen Island	Jan-21	100.00%

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete
C204337	2020	Duplin/Pender	Lydia McKeel		CFRPO	0	I-40 from Duplin County Line (MM-360) to West of US-117 (MM-389.5)	Jun-22	37.04%

NCDOT Division 6 Cape Fear RPO Project Report - Columbus County

March 2021

Active Projects

Contract	TIP #	Project	R/W Date	Let Date	Work Began	Est. Completion Date	Revised Completion Date	Construction Progress	Contractor	Resident Engineer	Contract Amount	Comments
C204133	W-5601EV	US 74 Improvements - Construct directional crossovers on US 74 from SR 1824 Water Tank Road to just east of the Brunswick County Line in Columbus County. Project includes intersection improvements and installing a traffic signal at US 74/US 76 at NC 87.	6/30/2017	8/21/2018	1/9/2019	11/28/2020	11/28/2021	45.36%	Highland Paving Co LLC	Blythe L. Jordan, PLS	\$9,024,132	Project Completion date has been revised to June 2021
C204272	B-6604 B-6006 B-6007 B-6008	Replace 2 Bridges in Bladen County, 1 Bridge in Columbus County and 1 Bridge in Robeson County. B-6006: Columbus County replace Bridge #313 on SR 1159 (Old Tram Road) over Boogy Branch	1/15/2019	1/15/2019	11/20/2019	8/1/2021	N/A	56.63%	The Tara Group of Lumberton INC	Blythe L. Jordan, PLS	\$2,745,918	
DF00257	R-5786GA, R-5786GB	Install ADA curb ramps at various locations in Columbus County (Bolton, Brunswick, Chadbourn, Whiteville and Tabor City)	N/A	4/17/2019	2/10/2020	11/20/2020	7/30/2021	70.27%	JYMCO Construction Company INC	Blythe L. Jordan, PLS	\$1,197,433	

TIP Projects

TIP#	Project	R/W Date	Funding Status	Schedule	Project Cost	Comments
I-6011	I-74, US 74 from NC 41 near Lumberton to US 76 near Chadbourn. Upgrade US 74 to interstate standards	10/31/2026	Programmed STIP Project Status: Funding Not Committed	Let Date: 10/16/2029	\$53,600,000	Construction - Unfunded
R-2561B	Widen NC 87 to multi-lanes from SR 1730 (Elwell Ferry Road) in Bladen County to NC 11 in Columbus County	1/1/2040	Programmed STIP Project Status: Unfunded	Let Date: 1/1/2040	\$75,574,000	RW/Utilities/Construction - Unfunded
R-2561C	Widen NC 87 to multi-lanes from NC 11 to US 74/ US 76	7/21/2028	Programmed STIP Project Status: Funding Not committed	Let Date: 1/1/2040	\$105,408,000	Construction - Unfunded
R-2561CA	NC 87 at NC 11 convert at-grade intersection to interchange	10/28/2019	Programmed STIP Project Status: Committed	Let Date: 4/20/2021 Revised Let Date: 6/15/2021	\$27,300,000	Added to ROW Move Forward List 1/12/2021 Added to Utilities Move Forward List 1/19/2021
R-5020A	Widen US 701 Bypass to multilanes from South of SR 1166 (Pleasant Plains Road) to SR 1437 (Virgil Avenue) in Whiteville	2/28/2018	Programmed STIP Project Status: Funding Not Committed	Original Let Date: 7/18/2023 Revised Let Date: 7/18/2028	\$44,950,000	Construction FY 2029 Project still on hold
R-5020B	Widen US 701 Bypass to multilanes from SR 1437 (Virgil Avenue) to US 74/US 76 interchange in Whiteville	2/28/2018	Programmed STIP Project Status: Committed	Original Let Date: 7/21/2020 Revised Let Date: 4/20/2021 Construction FY 2021	\$29,050,000	Project is moving forward Added to ROW Move Forward List 1/12/2021 Added to Utilities Move Forward List 1/19/2021
R-5797	US 74 at SR 1506 (Old Boardman Road/Macedonia Church Road) Upgrade at-grade intersection to interchange	10/31/2018	Programmed STIP Project Status: Committed	Let Date: 4/20/2021	\$29,900,000	Added to ROW Move Forward List 1/12/2021 Added to Utilities Move Forward List 1/19/2021
R-5819	US 74/US 76 at SR 1740 (R-5819 Old Lake Road) construct grade separation.	Original R/W Date: 7/31/2020 Revised R/W Date: 3/30/2021	Programmed STIP Project Status: Committed	Original Let Date: 1/18/2022 Revised Let Date: 6/21/2022 Construction FY 2022	\$14,175,000	Project is moving forward Added to ROW Move Forward List 2/10/2021
R-5819A	Construct temporary access management improvements (Reduced Conflict Intersections) at SR 1740 (Old Lake Road) and SR 1735 (Chaunceytown Road)	N/A	Programmed STIP Project Status: Committed	Original Let Date: 6/2/2021 Revised Let Date: 4/7/2021	\$2,395,000	Added to ROW Move Forward List 1/12/2021 Added to Utilities Move Forward List 1/19/2021
R-5820	US 74/ US 76 at SR 1735 (R-5820 Chaunceytown Road) convert at-grade intersection to interchange and convert Chaunceytown Road/NC 214 intersection to roundabout	Original R/W Date: 7/31/2020 Revised R/W Date: 3/30/2021	Programmed STIP Project Status: Committed	Original Let Date: 1/18/2022 Revised Let Date: 6/21/2022	\$27,178,000	Construction FY 2022

TIP Projects and Safety Projects

TIP#	Project	R/W Date	Funding Status	Schedule	Project Cost	Comments
R-5952	US 701 Bypass at SR 1305 (Complex Street) - Upgrade intersection	10/31/2024	Programmed STIP Project Status: Committed	Let Date: 10/20/2026 Construction FY 2027	\$7,900,000	Added to PE Move Forward List 3-3-2021 to Complete Environmental Document; Design Alternatives Complete (3-22-2021) - currently under review
SS-6006E	US 74 BUS at SR 1005 (Peacock Road) - All Way Stop	N/A	Project funding source: Safety Funds	Let Date: 2/17/2021	\$19,800	AWS interim treatment - RAB to be constructed W-5706X Added to Spot Safety Move Forward List (September 2020)
SS-6006K	NC 11 at SR 1740 (Old Lake Road) - All Way Stop	N/A	Project funding source: Safety Funds	Let Date: 1/20/2021	\$41,400	Added to Spot Safety Move Forward List (September 2020) AWS interim treatment - RAB to be constructed W-5806A
W-5706J	NC 410 (Joe Brown Highway) at SR 1002 (Old Lumberton Road) and at SR 1003 (Silver Spoon Road); and, SR 1002 at SR 1003 - Intersection improvements	3/30/2020	Project funding source: Safety Funds	Let Date: 3/2/2022	\$1,535,000	Project has been added to the Move Forward List
W-5706S	US 74/US 76 construct reduced conflict intersections from SR 1836 (Byrdville Freeman Road) to East of SR 1845 (Money Hole Road)	3/20/2020	Project funding source: Safety Funds	Let Date: 3/2/2022	\$3,312,850	Project has been added to the Move Forward List
W-5706X	Construct roundabout US 74 Business at SR 1005 (Peacock Road)	12/31/2021	Project funding source: Safety Funds	Let Date: 12/7/2022	\$1,625,000	Project has been added to the Move Forward List
W-5706AA	NC 410 (Joe Brown Highway south) at SR 1317 (Clarendon Chadbourn Rd) south of Chadbourn - Intersection improvements	2/18/2020	Project funding source: Safety Funds	Let Date: 2/16/2022	\$465,000	Project has been added to the Move Forward List
W-5806A	NC 11 at SR 1740 (Old Lake Road) construct roundabout	5/6/2022	Project funding source: Safety Funds	Let Date: 4/5/2023	\$1,342,000	Project has been added to the Move Forward List
BR-0073	Replace Bridge #230005 on US 76 over Gapway Swamp	1/21/2022	STI Funding	Let Date: 1/17/2023	\$3,680,000	Project is moving forward Project is on the 36 Month Central STIP Let List

High Impact/Low Cost Projects: Columbus County

Project ID: 47732
Project Description: US 701 @ SR 1546 (Bill Hooks Rd) construct Left Turn Lane
R/W Date: N/A
Let Date: 7/16/2021
Funding Source: HI/LC
Project Cost: \$300,000

Project ID: 48863
Project Description: NC 87 @ SR 1740 (Old Lake Rd) construct Left Turn Lane
R/W Date: N/A
Let Date: 9/16/2021
Funding Source: HI/LC
Project Cost: \$400,000



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

April 2021

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

APRIL TPD UPDATES CAPE FEAR RPO

APRIL 2021

Brunswick County Model: The Brunswick County Model was completed in February of last year.

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is moving along and we are on schedule. Our last meeting was on 3/11 where we went over the following items:

- Base Year Highway Decision Meeting
- Future Year Highway Review Meeting

Our next meeting is on April 22, 2021 where we will be reviewing the Bicycle and Pedestrian Map and have a decision meeting on the Future Year Highway Network. The survey opened on March 11th and closes on June 9th. As of March 31st, we have over 3,000 responses and we thank everyone on our CTP Steering Committee for the survey outreach.

Wilmington Model: The 2045 Travel Demand Model and 2045 Wilmington MPO MTP was adopted on 11/18/2020 by the Wilmington MPO Board.

NCDOT Traffic Survey Group New Webpage: Traffic Survey Group has partnered with MS2 (<https://www.ms2soft.com/>) a traffic monitoring software vendor, to provide our customers with access to the Traffic Count Database System (TCDS) webpage: <https://ncdot.ms2soft.com/tcds/tsearch.asp?loc=ncdot>. Traffic Survey Group has partnered with MS2 (<https://www.ms2soft.com/>).

Columbus County CTP: No updates on this CTP, still waiting for everything to open up post COVID-19 prior to starting public involvement sessions.