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Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: June 22, 2022
SUBJECT: June 29th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, June 29, 2022, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. The public may attend the meeting in person. Due to COVID-19, pursuant to N.C.G.S. sec. 166A-19.24 the public and Board Members may also attend the meeting remotely as follows:

The meeting will be simultaneously streamed live online so that simultaneous live audio, and video, if any, of the meeting is available to the public at the following URL:
https://us06web.zoom.us/j/83969107282?pwd=QnIxYWpHNXhlMHlyek5JQXhHbDh1Zz09

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646 558 8656 or 301 715 8592. And when prompted, enter:
Meeting ID: 839 6910 7282
Passcode: 920663

Please join the meeting from your computer, tablet, or smartphone.

The following is the agenda for the meeting:

1) Call to Order
2) Conflict of Interest Statement
3) Approval of Board Member Excused Absences
4) Approval of the Agenda
5) Public Comment Period
   Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on June 28, 2022, by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.
6) Presentations

a. TET Coalition/NCDOT Mileage-Based User Fee Pilot for Elected Officials- Amna Cameron, NCDOT (p. 4-5)
b. Town of Kure Beach Bicycle and Pedestrian Plan- Jason Reyes, Alta Planning + Design

7) Consent Agenda
   a. Approval of Board Meeting Minutes from May 25, 2022 (p. 6-9)
   b. Resolution approving 2020-2029 STIP/MPO Amendments #22-3 and #22-4 (p. 10-13)
   c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-5 (p. 14-17)
   d. Resolution requesting Administrative Modifications to the 2020-2029 State/MPO Transportation Improvement Programs for Public Transportation Projects (p. 18)
   e. Resolution approving the Go Coast Committee's model policy for Telecommuting and Alternative Work Schedules (p. 19-22)
   f. Resolution supporting the Mobility for Everyone, Everywhere in North Carolina (MEE NC) grant application to the U.S. Department of Transportation's Rural Surface Transportation Grant Program (RURAL) (p. 23-24)
   g. Resolution approving the Scoring Criteria and Competitive Process for the FY 23 Surface Transportation Block Grant-Direct Attributable, Transportation Alternatives Set-Aside Direct Attributable, and Carbon Reduction Programs (p. 25-44)
   h. Resolution adopting the Town of Kure Beach Bicycle and Pedestrian Plan (p. 45-103)
8) Regular Agenda
   a. Resolution requesting the North Carolina Department of Transportation Explore Extending Interstate 685 from Dunn to Wilmington in North Carolina (p. 104-111)
9) Discussion
   a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-6 (p. 112-114)
   b. Initial Draft 2024-2033 State Transportation Improvement Program (p. 115-169)
10) Updates
   a. Wilmington Urban Area MPO (p. 170-176)
   b. Cape Fear Public Transportation Authority (p. 177-178)
   c. NCDOT Division (p. 179-181)
   d. NCDOT Transportation Planning Division (p. 182-183)
11) Announcements
   a. Wilmington MPO Bike/Pedestrian Committee-August 9th
12) Next meeting – July 27, 2022

Attachments

- Eastern Transportation Coalition/NCDOT Mileage-Based User Fee Pilot for Elected Officials Summary
- MPO Board Meeting Minutes- May 25, 2022
- Proposed 2020-2029 STIP/MPO Amendments #22-3
- Proposed 2020-2029 STIP/MPO Amendments #22-4
- Resolution approving 2020-2029 STIP/MPO Amendments #22-3 and #22-4
- Proposed 2020-2029 STIP/MPO Administrative Modification #22-5
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-5
- Resolution requesting Administrative Modifications to the 2020-2029 State/MPO Transportation Improvement Programs for Public Transportation Projects
- Draft Go Coast Committee's model policy for Telecommuting and Alternative Work Schedules
- Resolution approving the Go Coast Committee's model policy for Telecommuting and Alternative Work Schedules
- Resolution supporting the Mobility for Everyone, Everywhere in North Carolina (MEE NC) grant application to the U.S. Department of Transportation's Rural Surface Transportation Grant Program (RURAL)
- Proposed FY 23 Surface Transportation Block Grant-Direct Attributable, Transportation Alternatives Set-Aside Direct Attributable, and Carbon Reduction Program Scoring Criteria and Competitive Process

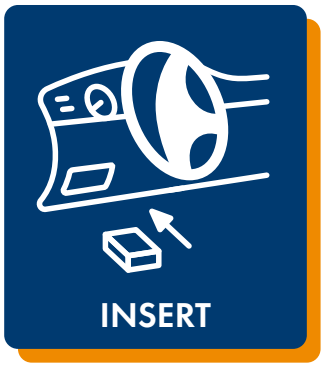
- Resolution approving the Scoring Criteria and Competitive Process for the FY 23 Surface Transportation Block Grant-Direct Attributable, Transportation Alternatives Set-Aside Direct Attributable, and Carbon Reduction Programs
- Town of Kure Beach Bicycle and Pedestrian Plan
- Resolution adopting the Town of Kure Beach Bicycle and Pedestrian Plan
- NC Carolina Core Article
- Infrastructure Investment and Jobs Act (IIJA) Page 168
- Maps of Proposed Extension of Interstate 685 from Dunn to Wilmington in North Carolina
- Resolution requesting the North Carolina Department of Transportation Explore Extending I-685 from Dunn to Wilmington
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-6
- 2024-2033 Initial Draft State/MPO Transportation Improvement Programs (Wilmington MPO and Statewide)
- 2024-2033 Initial Draft State/MPO Transportation Improvement Programs Projects Available to Swap
- 2024-2033 Initial Draft State/MPO Transportation Improvement Programs Presentation-NCDOT
- 2024-2033 Initial Draft State/MPO Transportation Improvement Programs Presentation-WMPO
- Wilmington Urban Area MPO Update (June)
- Cape Fear Public Transportation Authority Update (June)
- NCDOT Division Project Update (June)
- NCDOT Transportation Planning Division Project Update (June)

THE EASTERN TRANSPORTATION COALITION
MBUF WORK

PARTNER PACKET

The Eastern Transportation Coalition is a partnership of 17 states and Washington D.C. dedicated to advancing the national conversation around Mileage-Based User Fees through real-world pilots, data analysis, education, and outreach. As vehicles go farther on less fuel and some stop using fuel at all, it will be harder to maintain our transportation system. To explore alternative solutions, the Coalition is partnering with the North Carolina Department of Transportation (NCDOT) to conduct a Mileage-Based User Fee Pilot Program (MBUF), where each driver pays for the miles they drive instead of the fuel they buy. The Pilot will help determine if a MBUF would be a more equitable and financially sustainable approach.









1. **Enroll** - Fill out the enrollment form by clicking the link on the website.
2. **Insert** - Plug a small device into your vehicle to record mileage.
3. **Drive** - Then drive as you normally do.
4. **Return** - After a few months, mail back the device.

**These steps may vary depending on the mileage-reporting option selected.*

2022 Pilot Timeline

May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.

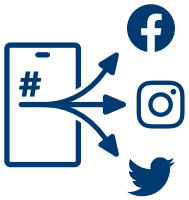
June 6
Launch

July 31
Last day to sign up for Pilot

Oct. 31
Pilot concludes

How Can You Get Involved?

- Share information about the Pilot with your networks and encourage others to enroll in the Pilot.
- Post our social media content to your channels. Packets will be provided by our team.



If you know people that are interested and want to learn more, call a team member at **984-254-7400** or visit our website at **NorthCarolinaMBUFpilot.com**.

984-254-7400 NorthCarolinaMBUFpilot.com northcarolina@mbufpilot.org

How does the Azuga Insight Connected Vehicle Platform work?

Azuga Insight designed and operates the Connected Vehicle Platform that supports the MBUF system.

The platform's process is simple:

- Enroll in the Pilot by providing your personal and vehicle information.
- Select your mileage reporting option (MRO). See below for more details about the MROs.
- Activate your MRO and user account.

Drive normally. Azuga Insight will collect and manage your daily mileage and fuel use for the Pilot.

The Pilot provides drivers all the services and benefits of the Azuga Connected Vehicle Platform at no cost when they participate in the Pilot.

How much does it cost to participate in The Eastern Transportation Coalition MBUF Pilot?

No cost. If you join the Pilot, both participation in the Pilot and access to premium features are free. Fuel tax credits are simulated for the Pilot, and no actual money is exchanged.

What is Azuga Insight?

Azuga Insight is a private company working in partnership with the Coalition to facilitate and manage the technology services for the Pilot. Azuga Insight has been selected by the Coalition to offer mileage-based user fee services for the Pilot. The Azuga Insight platform has been built and tested to provide safe and secure MBUF operations in compliance with security requirements of the Pilot while also providing premium features to participants.

What MROs are available if I sign up for the Pilot?

The following four options are available from Azuga Insight: Plug-in Device with GPS, Plug-in Device without GPS, Manual Odometer Entry, and In-Vehicle Telematics. The Plug-in Devices (with or without GPS) are inserted into the On-Board Diagnostics II port on your vehicle.

- **Plug-in Device with GPS:** The GPS-enhanced Plug-in Device differentiates miles driven by the state where the miles were accrued and calculates the fuel usage fees in each state. The simulated MBUF is charged only on miles driven in states that partner with the Coalition. This option also provides maps of your trip routes for your personal use. Route information is not provided to the Coalition, state departments of transportation, or any other third party.
- **Plug-in Device without GPS:** This Plug-in Device option has no GPS to identify which states the vehicle was driven. All miles recorded are assumed to have occurred in the participant's state of residence using the non-location "per mile rate" for that state.
- **Manual Odometer Entry:** This is a basic "low-tech" option that the participant provides monthly odometer readings throughout the Pilot. Participants choosing this option provide their vehicle's odometer readings by logging into an online account management portal hosted and maintained by Azuga Insight and manually entering the odometer value. The odometer reading can also be entered using a smartphone app by taking a picture of the odometer and uploading the image.
- **In-Vehicle Telematics:** The In-Vehicle Telematics option is available for most newer vehicles manufactured with telematics technology, which can be used to report vehicle mileage data automatically. If approved, the participant will be required to enable telematics service on the enrolled vehicle, authorize Azuga Insight to receive automatic vehicle odometer data, and keep the subscription active for the duration of the Pilot (which may involve additional cost). Detailed step-by-step instructions for authorizing In-Vehicle Telematics will be provided to the approved participants after enrollment.

Will the government be able to see my driving data and location?

No. All program-related data remains secure and confidential. All Pilot data is destroyed shortly after the completion of the Pilot. If a location-enabled MRO is chosen, precise location and routing information—other than the number of miles driven in each state—is not disclosed. Moreover, all data is anonymized for research purposes.

984-254-7400 NorthCarolinaMBUFpilot.com northcarolina@mbufpilot.org

WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

MPO Board Meeting Minutes
6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.
Wednesday, May 25, 2022

Members Present (in-person)
Neil Anderson, City of Wilmington
Lynn Barbee, Town of Carolina Beach
Jonathan Barfield, Jr., New Hanover County
Brenda Bozeman, Town of Leland
Mike Forte, Brunswick County
Deb Hays, Cape Fear Public Transportation Authority
David Piepmeyer, Chair, Pender County
Luke Waddell, City of Wilmington

Others Present (in-person)
Adrienne Cox, NCDOT
Scott A. James, WMPO
Nikki Cooper, WMPO General Counsel
Chad Kimes, NCDOT
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Denis McGarry
Matt Nichols, WMPO General Counsel
Greer Shivers, WMPO
Emma Stogner, WMPO

Members Present (remotely)
Mike Allen, Town of Belville
John Ellen, Town of Kure Beach
Hank Miller, Vice Chair, Town of Wrightsville Beach
Eulis Willis, Town of Navassa

Others Present (remotely)
Veronica Carter, Town of Leland
Patrick Flanagan, COG, RPO
Cheryl Hannah, HDR
Lauren Haviland, NCDOT
Jamar Johnson, WMPO
Deb LeCompte, Town of Carolina Beach
Rachel McIntyre, WMPO
Marie Parker, Wave Transit
Amy Passaretti, Port City Daily
R Royster
Nazia Sarder, NCDOT
Tony Sumpter, NCDOT-IMD

a. Call to Order

Chairman Piepmeyer called the meeting to order at 3:00 p.m.

MPO Executive Director Mike Kozlosky acknowledged the presence of new Board member Luke Waddell, representing the City of Wilmington in place of Charlie Rivenbark, who resigned.

Mr. Kozlosky called the roll, and a quorum was present as follows:

Present: Mike Allen, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

b. Conflict of Interest Statement

Chairman Piepmeyer read the conflict-of-interest statement. He asked if any member had a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

c. Approval of Board Members' Excused Absences

Mr. Kozlosky said that none of the MPO Board members have requested to be excused from this meeting.

d. Approval of the Agenda

Mr. Barfield made a motion to approve the agenda as presented.

Ms. Hays seconded the motion and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Nays:** None. **Absent:** Neil Anderson and Landon Zimmer.

e. Public Comment Period

Mr. Denis McGarry, resident of South Third Street, spoke to the MPO Board regarding the request for stoplights on South Third Street that he made to the MPO Board at its October meeting. He reminded the Board that 55 accidents have occurred along the six-block section of the road this year, and 52 accidents occurred the prior year. Since October, another accident occurred involving a 13-year-old boy from St. Mary's who crossed the street during daylight hours with the pedestrian crossing lights flashing.

Mr. McGarry said that he has collected 670 signatures on a petition requesting stoplights. He noted that NCDOT conducted a study of traffic flow and recommends traffic lights at Orange Street and Ann Street for an estimated cost of $1.4 million. He commented that NCDOT has added this to its list of projects and the MPO will be asked to add it to its list of projects. He added that funding for the project and the required 20% local match have yet to be identified.

f. Closed Session

Chairman Piepmeyer made a motion to enter into a closed session for the purpose of discussing two separate matters.

i. The first matter is a closed session to discuss personnel matters pursuant to Section 143-318.11 (A) (6) of the General Statutes.
ii. The second matter is a closed session to discuss with the MPO's attorney matters within the attorney-client privilege pursuant to Section 143-318.11 (A) (3) of the General Statutes.

Mr. Anderson seconded the motion and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Nays:** None. **Absent:** Landon Zimmer.

***

Mr. Barfield made a motion to return to open session, seconded by Mr. Anderson, and the motion carried unanimously by roll call as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Nays:** None. **Absent:** Landon Zimmer.

g. Consent Agenda

a. Approval of Board Meeting Minutes from April 27, 2022
b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO Amendment #22-4
c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-4
d. Resolution approving the 2022 Focus Areas and Action Steps for Implementation of the 2022-2026 Strategic Plan

Ms. Bozeman made a motion to approve the Consent Agenda, Items 7a through 7d.

Mr. Barbee seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Nays:** None. **Absent:** Landon Zimmer.

h. Regular Agenda

a. Resolution approving Amendment #1 to the FY 23 Unified Planning Work Program

MPO Deputy Director Abby Lorenzo explained that Amendment #1 to the FY23 Unified Planning Work Program (UPWP) includes the continuation of 5304 funds that were incorporated into the MPO's FY22 UPWP. She noted that the funds are part of a contract between the Federal Transit Authority (FTA), Wave Transit, and NCDOT's Integrated Mobility Division (IMD) to be used to develop a zero-emissions vehicles transition plan as well as engineering and design for infrastructure for charging stations. She added that the funds require a 20% local match, which is being provided by the Integrated Mobility Division. She pointed out that there is no additional cost to members and that the workplan for FY23 is being amended to show the pass-through funds.

Mr. Anderson made a motion to approve Amendment #1 to the MPO's FY23 UPWP. Ms. Hays seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Nays:** None. **Absent:** Landon Zimmer.

i. Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-5

Mr. Kozlosky stated that this administrative modification is for informational purposes only and will be brought back at the Board's next meeting for consideration.

b. Go Coast Committee's Model Policy for Telecommuting and Alternative Work Schedules

Ms. Lorenzo said that this model policy was developed by the Go Coast Committee over the course of several months in response to a need for navigating a return to the workplace following the COVID-19 pandemic. Prior to the pandemic, 25% of MPO area residents reported being able to work from home at least one day a week. By July 2020, the percentage increased to 69%. She noted that many public and private employers lack formal policies for allowing alternative and telecommuting schedules. She explained that the intent of the model policy is to provide a guide for employers seeking to amend or implement a policy. Ms. Lorenzo requested comments from the Board. She noted that a final draft will be brought to the MPO Board for consideration at its next meeting.

j. Updates

a. Wilmington Urban Area MPO

b. Cape Fear Public Transportation Authority

c. NCDOT Division

d. NCDOT Transportation Planning Division

Mr. Kozlosky acknowledged the presence of the MPO's new GIS Analyst, Greer Shivers. Ms. Shivers expressed appreciation and gave a brief overview of her background.

Mr. Kozlosky displayed an award that was presented at NCDOT's Mobi Award ceremony on May 4th to the MPO and the Town of Leland in the Small Urban category for the Old Fayetteville Road Multi-use Path and Resurfacing Project. He noted that the award will be displayed at the MPO offices as well as at the Town of Leland.

Mr. Kimes said that efforts regarding the Cape Fear Memorial Bridge Replacement are on track for a presentation to the MPO Board in late July. He noted that the RFI (Request For Information) that was sent out closes tomorrow at 4:00 p.m. He added that NCDOT staff will review submissions next week.

k. Announcements

a. 525 North 4th Street Groundbreaking Ceremony- May 31st

b. Wilmington MPO Bike/Pedestrian Committee-June 14th

Mr. Kozlosky said that the groundbreaking ceremony for 525 North 4th Street will be postponed due to some contractual issues that may impact the potential start date. He noted that the City issued a notice to proceed on May 19th. He noted that at the pre-construction meeting with the contractor on Thursday, the contractor indicated an anticipated start date of August 15th, which conflicts with the City's policy to mobilize within 10 days of the noticed to proceed. Currently, the MPO is working with the City's legal staff and Purchasing Division staff to determine a new start date.

Mr. Kozlosky said that the next Bike/Pedestrian meeting will be June 14th and the MPO Board's next meeting will be June 29th.

l. Adjournment

Mr. Barfield made a motion to adjourn the meeting, seconded by Mr. Anderson, and the motion carried unanimously by roll call as follows:

Ayes: Mike Allen, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Luke Waddell and Eulis Willis. **Nays:** None. **Absent:** Landon Zimmer.

The meeting adjourned at 4:19 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #22-3
(March 2022)

STATEWIDE PROJECT

STIP ADDITIONS

* TC-0003 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 ADTAP CAPITAL FUNDING FOR RURAL TRANSIT. ***ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2023 - FY 2023 - FY 2023 -	$137,000 $137,000 $1,097,000 $1,371,000	(S) (L) (5311)
* TC-0026 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, FEDERAL AMERICAN RESCUE PLAN (ARP) FUNDS FOR CAPITAL ***ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2023 -	$500,000 $500,000	(ARP)
* TM-0002 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT - INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION - FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS.(5311 ADMIN/OPERATING/CAPITAL AND 5311(F)). ***ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2023 -	$3,950,000 $3,950,000	(5311)
* TM-0004 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT - INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION - FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS.(5311 CAPITAL - ADTAP) ***ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2023 -	$150,000 $150,000	(5311)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #22-3
(March 2022)

STATEWIDE PROJECT

STIP ADDITIONS

* TM-0023 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT - INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION - FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR ELDERLY AND DISABLED (5310 OPERATING/CAPITAL PURCHASE SERVICE) ***ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2023 -	$522,000 $522,000	(5310)
* TM-0038 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT-IMD STATE ADMINISTRATION - AMERICAN RESCUE PLAN AND CORONA VIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT FUND TO SUPPORT ***ADD FUNDING IN FY 23 AND FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2023 - FY 2024 - FY 2024 -	$1,400,000 $86,000 $15,000 $1,501,000	(FEDT) (S) (FEDT)
* TU-0011 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT - INTEGRATED MOBILITY DIVISION STATEWIDE METROPOLITAN PLANNING (SECTION 5304) PROGRAM FUNDS TO SUPPORT THE IMD URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES ***ADD FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ADMINISTRATIVE	FY 2023 -	$370,000 $370,000	(5303)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #22-4
(April 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0059	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	FORT FISHER BOULEVARD, K AVENUE, AND NORTH 3RD STREET, INTERSECTION IMPROVEMENTS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS IN KURE BEACH. ***ADD PROJECT AT THE REQUEST OF THE MPO.***	ENGINEERING	FY 2023 -	$50,000	(BGDACV)
NEW HANOVER				FY 2023 -	$7,000	(L)
PROJ.CATEGORY			RIGHT-OF-WAY	FY 2023 -	$46,000	(BGDACV)
DIVISION				FY 2023 -	$7,000	(L)
			CONSTRUCTION	FY 2024 -	$132,000	(BGDACV)
				FY 2024 -	$19,000	(L)
				FY 2025 -	$132,000	(BGDACV)
				FY 2025 -	$19,000	(L)
					$412,000	
TU-0012	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NCDOT, CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY. PLANNING STUDY ON THE TRANSITION TO ZERO EMISSIONS LIGHT AND HEAVY DUTY PASSENGER VEHICLES. THE TRANSITION PLAN IS AREQUIREMENT BY FTA TO APPLY FOR GRANT FUNDS SUPPORTING ANY ZEV PROJECTS, INCLUDING VEHICLES AND ALL RELATED INFRASTRUCTURE. ***ADD PROJECT IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	PLANNING	FY 2023 -	$20,000	(L)
NEW HANOVER				FY 2023 -	$80,000	(5303)
PROJ.CATEGORY					$100,000	
PUBLIC TRANS						

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING AMENDMENTS #22-3 AND #22-4 TO THE 2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-3 and #22-4; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these proposed amendments.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendments #22-3 and #22-4.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

_____

David Piepmeyer, Chair

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Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-5
(April 2022)

STATEWIDE PROJECT

STIP MODIFICATIONS

TC-0005 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION ***MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CONSTRUCTION	FY 2022 - FY 2022 - 	$550,000 $2,100,000 $2,650,000	(L) (5339)
TC-0006 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION ***MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CONSTRUCTION	FY 2022 - FY 2022 - 	$300,000 $1,100,000 $1,400,000	(L) (5339)
TC-0007 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION PROJECT ***MODIFY FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2023 - FY 2023 - 	$490,000 $2,000,000 $2,490,000	(L) (5339)
TC-0008 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION ***MODIFY FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2023 - FY 2023 - 	$1,300,000 $4,600,000 $5,900,000	(L) (5339)
TC-0010 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION ***MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CONSTRUCTION	FY 2022 - FY 2022 - 	$550,000 $2,100,000 $2,650,000	(L) (5339)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-5
(April 2022)

STATEWIDE PROJECT

STIP MODIFICATIONS

TC-0011 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION ***MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	CAPITAL	FY 2022 - FY 2022 - 	$1,700,000 $4,000,000 $5,700,000	(L) (5339)
TC-0012 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS. ***MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	ACQUISITION	FY 2022 - FY 2022 - 	$550,000 $2,100,000 $2,650,000	(L) (5339)
TU-0005 STATEWIDE **PROJ.CATEGORY** PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5303 METROPOLITAN TRANSPORTATION PLANNING FUNDS FOR FTA GRANTS ***MODIFY FUNDING IN FY 23 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.***	PLANNING	FY 2022 - FY 2022 - FY 2022 - FY 2023 - FY 2023 - FY 2023 - 	$331,000 $331,000 $2,647,000 $750,000 $750,000 $6,000,000 $10,809,000	(S) (L) (5303) (S) (L) (5303)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-5
(April 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

AV-5730 NEW HANOVER **PROJ.CATEGORY** STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON INTERNATIONAL (ILM), EXTEND RUNWAY 6-24 PHASE 1 ***AT THE REQUEST OF THE DIVISION OF AVIATION, DELAY CONSTRUCTION FROM FY 22 TO FY 28.***	CONSTRUCTION	FY 2028 - FY 2028 - 	$500,000 $4,500,000 $5,000,000	(T) (O)
HS-2003A NEW HANOVER **PROJ.CATEGORY** DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1217 (17TH STREET), INSTALL NEAR SIDE SIGNAL HEADS ON A PEDESTAL ON BOTH SIDES OF SR 1217 (17TH STREET) AT DOCK STREET IN WILMINGTON. ***TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.***	CONSTRUCTION	FY 2023 - 	$34,000 $34,000	(HSIP)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #22-5 TO THE 2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-5.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #22-5.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION REQUESTING ADMINISTRATIVE MODIFICATIONS TO THE 2020-2029 STATE/MPO TRANSPORTATION IMPROVEMENT PROGRAMS FOR PUBLIC TRANSPORTATION PROJECTS

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, the Cape Fear Public Transportation Authority has respectfully requested an administrative modification to the 2020-2029 State and Metropolitan Planning Organization's Transportation Improvement Programs in FY 23; and

WHEREAS, the requested modifications are outlined below:

- TO-4751/Operating/Federal $1,796,522/State $600,000/Local $1,196,522/Total $3,593,044
- TG-5243/Preventative Maintenance/Federal $900,000/State $0/Local $225,000/Total $1,125,000
- TP-5110/Planning/Federal $152,000/State $0/Local $38,000/Total $190,000
- TG-5246/ADA Comp Para/Federal $316,500/State $0/Local $79,125/Total $395,625

WHEREAS, the requested public transportation administrative modifications are required to be submitted by the Metropolitan Planning Organization to the North Carolina Department of Transportation for consideration; and

WHEREAS, if approved, the administrative modifications will be submitted to the North Carolina Department of Transportation and will be considered for formal approval as an upcoming Administrative Modification to the 2020-2029 State and MPO Transportation Improvement Programs.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests Administrative Modifications to the 2020-2029 State/MPO Transportation Improvement Programs for these public transportation projects.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

Alternative Work Schedule and Telework Schedule Model Policy

Wilmington Urban Area Metropolitan Planning Organization
Go Coast Program

PURPOSE

This model policy was developed by the Wilmington Urban Area Metropolitan Planning Organization's (WMPO) Go Coast Committee. Go Coast, the region's Transportation Demand Management Program, aims to reduce traffic congestion caused by the use of single occupancy vehicles by emphasizing the movement of people over motor vehicles. Go Coast attempts to mitigate traffic congestion by encouraging the use of alternative transportation such as bicycling, walking, carpooling, using public transit, and teleworking; so that while the population of the region grows, our time spent in a vehicle does not. This model policy is intended to be used as a resource for Wilmington area employers to guide regulations and expectations surrounding alternative work schedules and telework schedules.

COVID-19 has had a clear effect on working trends. Prior to the pandemic, a reported 25% of WMPO Area residents worked from home at least one day a week. That number increased to 69% by July 2020. 61% of these respondents also claimed they were just as, if not more, productive while working from home compared to in an office setting. The City of Wilmington 2021 Citizen Survey revealed that residents view increasing traffic congestion is the principal challenge facing the city today.

According to data provided by the United States Census Bureau, the population in the WMPO region is expected to increase by 40% by the year 2045; the population in Wilmington alone is expected to increase by 50%. Go Coast works to increase the utilization of alternative transportation to mitigate traffic congestion and reduce the number of multi-million-dollar roadway projects needed to accommodate more personal vehicles. These trip-reduction strategies can have a positive impact on roadway congestion, specifically during peak commuting hours, and can be an effective benefit to employees. By enabling WMPO area employees to utilize alternative work schedules and telework schedules, local employers may see improved employee satisfaction, increased retention, reduction in overall absenteeism, reduced office space costs, and a reduction in the need for parking infrastructure.

Alternative work schedules and telework schedules may be requested and provided for a number of reasons. Work-life balance, family commitments, commuting distance, and personal preference are examples of valid motives for adopting an alternative work or telework schedule. This model policy may be used as a guide for any WMPO area organization that wishes to implement or amend an alternative work schedule or telework schedule policy. As a model, the language in this policy may be revised to best suit the organizations' needs.

POLICY

Employees may request to work a schedule other than the traditional work hours of 8:00am – 5:00pm Monday through Friday. Requests may be formally submitted by the employee to their direct line manager. Upon approval, the Department Lead will give notice to Human Resources if the employer elects for Human Resources to keep a record of individuals participating in an alternative work schedule or teleworking schedule. The total work hours required each week cannot be altered by a flexible work schedule, nor will flexible schedules result in overtime. Part-time, probationary, and temporary employees may also be assigned an alternative schedule at the discretion of the department.

1.0 Guidelines

1.1 An employee may request an alternate work schedule or teleworking schedule by submitting the request in writing to their immediate supervisor. The supervisor will provide a recommendation to the Department Lead. The Department Lead will provide final approval or denial of the request. A written notice of approval or denial will be proved by the Department Lead to the requestor.

1.2 Employees should consult with supervisors in composing schedules that allow the employee to complete their duties under adequate provisions for security, supervision, facilities and/or personnel access.

1.3 Service to customers and the employees' personal safety must be considered in reviewing flexible schedule arrangements.

1.4 Accessibility during a majority of business hours is required for the adoption of an alternative work schedule or teleworking schedule.

1.5 The utilization of alternate work schedules or teleworking schedules will in no way alter pay periods, pay days, leave policy or procedures, or any other administrative processes. Failure of the individual or department to comply with time reporting requirements will result in disqualifying the work.

2.0 Alternate Work Schedule and Telework Options

2.1 **Flex-Schedule** – A standard workweek (40-hours for full-time employees) is completed but there is flexibility in establishing daily start and quit times. Days of the workweek may have varying start and quit times, but the pattern should recur or be consistent over each workweek. For example: a flex-schedule could include working on-site from 7 am to 4 pm, or 9 am to 6 pm, in contrast to the traditional 8 am to 5 pm schedule.

2.2 **Compressed Workweek** – Alternative work arrangement where a standard workweek is reduced to fewer than five days, and employees make up the full number of hours per-week by working longer hours. Examples of this option include working four, ten-hour days or 4, nine-hour days and a half day on a fifth day.

2.3 **Teleworking** – An alternative work option where at least one or more days per pay period are worked from a secondary work location. While teleworking, an employee may be assigned a flextime, compressed or conventional work schedule.

2.3.1 As a standard, the employee must provide, at their own cost, adequate high-speed internet access if their telework requires connectivity to the internet or access to the organization's network. The employer shall provide installed software on the employee's computer to allow secure network connections.

2.3.2 Supervisors shall set clear expectations for the employee(s) while teleworking and should evaluate this work option regularly.

2.3.3 Employees who telework outside the office setting are still responsible for complying with all of the organization's policies and procedures.

- Department Leads set the expectations for operational needs and are, therefore, responsiblefor approving telework schedule requests based upon the operational needs of their department. Here are some things for Department Leads to consider when approving telework schedules for their employees:
    - Will the employee's direct supervisor be able to effectively supervise the employee that has a telework schedule?
    - Are onsite meetings/interaction with supervisors and other employees necessary for the type of work the employee does?
    - Are documents the employee uses available electronically?
    - Should any training be completed before allowing the employee(s) to telework?
    - Is the employee(s) in possession of the appropriate equipment to effectively telework?
    - Does employee meet performance expectations to telework effectively?

- Supervisors are responsible for setting clear expectations for employee(s) while teleworking. Expectations for teleworking should be agreed to and documented prior to approving the request. These expectations should address all the following issues:
    - Agree upon the office hours or regularly scheduled times that the employee(s) will be available.
    - Determine timelines for responding to emails and phone calls.
    - Supervisors must determine and then communicate to the employee(s) the appropriate means for clocking in/out or reporting time.
    - If working with confidential material/information, supervisors must ensure the employee has a private office or location to work remotely so information is not shared with others.

- Supervisors and Department Leads are responsible for determining the effectiveness of the alternative work schedule or teleworking schedule once it has been approved. Here are some considerations for Supervisors and Department Leads when evaluating whether an alternate work schedule is working:
    - Regularly check to see if the employee's work assignments are being completed accurately and in a timely manner.
    - Depending on the nature of the employee's work, Supervisors may request employee(s) to keep a log of the various action items they are working on and to report project completion on a regular basis.

- If it is determined that an alternative work schedule or teleworking schedule is not effective for a particular employee, a Supervisor or Department Lead may revoke the arrangements previously agreed upon and return the employee back to their regular schedule. Supervisors may also amend these agreements at any time in order to suit changing department needs.

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD

RESOLUTION APPROVING THE GO COAST COMMITTEE'S MODEL ALTERNATIVE WORK AND TELECOMMUTING SCHEDULES POLICY

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Go Coast Committee is tasked with providing recommendations on policies regarding transportation demand management strategies and initiatives in order to redistribute trips typically taken within a single-occupancy-vehicle through time and mode choice; and

WHEREAS, through this role the Go Coast Committee encourages area employers to consider the implementation of these strategies and initiatives; and

WHEREAS, the population and development within the Wilmington Urban Area Metropolitan Planning Organization's planning area boundary is continuing to increase, thereby increasing the demand of the current transportation network; and

WHEREAS, the Covid-19 pandemic and subsequent office closures resulted in the ability for many area residents to complete their job duties from their residence; and

WHEREAS, the Go Coast Committee recognizes the importance and need to support area employers with resources necessary to implement transportation demand management strategies including alternative work and telecommuting schedule options; and

WHEREAS, the Go Coast Committee, in coordination with Wilmington Urban Area Metropolitan Planning Organization staff, developed these standards and language as a model policy to be used as a resource for its affiliates and members; and

WHEREAS, the proposed policy is for recommendation purposes only and would require adoption by individual employers before the proposed standards would take effect; and

WHEREAS, the Go Coast Committee voted to approve the language in the model policy and to recommend that the Wilmington Urban Area Metropolitan Planning Organization Board endorse the model ordinance at their meeting on February 17, 2022.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the Go Coast Committee's Model Alternative Work and Telecommuting Schedules Policy.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION SUPPORTING THE MOBILITY FOR EVERYONE, EVERYWHERE IN NORTH CAROLINA (MEE NC) GRANT APPLICATION TO THE U.S. DEPARTMENT OF TRANSPORTATION'S RURAL SURFACE TRANSPORTATION GRANT PROGRAM (RURAL)

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, the Rural Surface Transportation Grant Program (RURAL) will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life; and

WHEREAS, the North Carolina Department of Transportation has developed the Mobility for Everyone, Everywhere (MEE NC) in North Carolina grant application for these RURAL funds; and

WHEREAS, the North Carolina Department of Transportation's Integrated Mobility Division's vision and strategy is to partner with the state's rural transit systems to launch on-demand micro- transit throughout the state; and

WHEREAS, micro-transit is a technology-enabled transit system that uses shuttles or vans to provide pooled, on-demand transportation with dynamic routing; and

WHEREAS, this service provides several benefits to riders including more efficient and responsive service, reduced wait and travel times, and flexibility to address changing mobility needs; and

WHEREAS, rural transportation challenges in North Carolina are a formidable barrier to accessing critical services and opportunities, particularly for residents in lower incomes, disabilities, and without access to a vehicle; and

WHEREAS, by addressing public transportation, MEE NC will fund on-demand services tailered to each community's needs and vision and will tangibly and meaningfully improve the lives and economies of North Carolinians by increasing rural populations' access to employment opportunities, healthcare, and essential services.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's Mobility for Everyone, Everywhere in North Carolina (MEE NC) grant application to the United States Department of Transportation's rural Surface Transportation Grant Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

_____
David Piepmeyer, Chair

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Mike Kozlosky, Secretary

Submittal Guide
Fiscal Year 2022-23

Wilmington Urban Area Metropolitan Planning Organization
Surface Transportation Block Grant Program (STBGP)
Direct Attributable (DA)
Transportation Alternatives Set Aside (TA)
Carbon Reduction (CR)

Infrastructure and Investment Jobs Act (IIJA)

Date of Release: July 5, 2022

Pre-application Review: August 8, 2022

Electronic Application Submittal Deadline: September 15, 2022

Anticipated award date October 26, 2022

Submit one hard copy and one digital copy to:
Wilmington MPO
Attn: Scott A. James, PE
305 Chestnut Street, 4th Floor
Wilmington, NC 28401

Digital media should be labeled with the following:
Project Name
Name of Government Agency
Requested Funding Source
Date of Application

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Introduction

The Federal Infrastructure Investment and Jobs Act (IIJA) infrastructure package was signed into law on November 15, 2021, revising and expanding the funds available for qualifying projects. Several elements of the new bill allow for greater flexibility in the application of federal funds to infrastructure projects. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the recipient of allocated funds for STBGP Direct Attributable, Transportation Alternatives Set Aside and Carbon Reduction Efforts in the following amounts for the fiscal year of October 1, 2022 thru September 30, 2023:

Direct Attributable: $3,673,700
Transportation Alternatives Set Aside: $462,484
Carbon Reduction Efforts: $492,634

(Note: there is some flexibility with allocation of funds across the above categories.)

The funds will be awarded in a manner similar to past allocations made via the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

The IIJA funds are available for obligation until September 30, 2026, with any amounts not obligated on or before this date to be returned. Furthermore, the Federal share payable shall be up to 80% percent of qualifying costs. All projects, including public transportation projects, requesting STBGP-DA or TASA- DA or Carbon Reduction funds must submit a formal funding request. A competitive process will be used to determine which projects are funded.

Follows are brief summaries of the three main categories. Additional information is available on the FHWA website for STBGP administration: www.fhwa.dot.gov/specialfunding/stp/)

Surface Transportation Block Grant Program – Direct Attributable

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road; pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Surface Transportation Block Grant Program – Transportation Alternatives Set Aside

The TA Set-Aside provides funding for a variety of projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to storm water and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Surface Transportation Block Grant Program – Carbon Reduction

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

Eligibility Criteria

In order to be eligible for funding, a project must meet the minimum criteria outlined in this section. Also, a completed application must be submitted by the applicant(s). Co-applications may be submitted in a primary applicant and secondary applicant format. *Incomplete applications will not be considered*. These criteria meet federal and state funding requirements, as well as the goals of the WMPO for STBGP- DA/TA/CR dollars as adopted by the Board. *Projects that do not meet these criteria will not be considered for funding.*

1) **Federal Aid Eligible Projects**
The federal eligibility requirements associated with Surface Transportation Block Grant Program can be found in 23 USC §133 (https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm)

2) **Locally Administered**
The applicants (if awarded) shall be responsible for all federal and state reporting requirements associated with STBGP- DA, STBGP – TA or STBGP – CR funding. The local government entities are also expected to make progress reports to the Board upon request. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipients will outline a reimbursement schedule. Local sponsors will be required to front all project costs, invoice NCDOT, and then receive reimbursement for the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility for the NCDOT agreements remains with the local government entities.

3) **Compliant with the adopted MTP/LRTP**
Projects must be identified in the WMPO's current and adopted Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP). For this submittal period, the MTP is the Cape Fear Moving Forward 2045 Plan. A copy of the current plan can be found here: http://wmpo.org/plans/regionwide-plans.

4) **Locally funded with funding commitment**
All funds programmed with IIJA dollars require a minimum 20% local match. The funds are payable up to 80% percent of qualifying costs. Local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may be reviewed at the discretion of the WMPO Board and through additional Surface Transportation Improvement Program (STIP) amendments by the Board of Transportation, if needed.

5) **Transportation Improvement Program (TIP)**
Projects not in compliance with an existing TIP category will require a TIP amendment. Applicants should note that the TIP amendment process could delay

the funding obligation timeline.

6) Federal Highway Funds versus Federal Transit Authority Funds

Projects from local transit authorities whose proposed improvements are typically not listed within FHWA categories may have funding 'flexed' to the Federal Transit Agency (FTA) to allow for disbursement of these funds. This is an additional step, undertaken after the funding award. Applicants should note that the processing time for authorization is longer due to the additional level of review.

7) Project Design Intent

Project design intent must meet or exceed Federal, State and local guidelines for design elements, including any minimum widths, safety elements or controls.

8) Project Cost

Total Cost of Project = 20% local match + 80% requested from WMPO

For example, if the total project cost is estimated at $250,000, the local match amount would be $50,000 and the amount requested would be $200,000.

Program Administrative Details

1) Project Submittal Limits

Please limit submittals to no more than thirty (30) pages, including appendices.

2) No Unfunded Project Carry-Over

Projects submitted that are not prioritized for funding are not automatically considered for funding in subsequent years. Any unfunded project may be resubmitted in subsequent years for funding.

3) Construction Requirement within 10 years

As a federal funding source, the use of funds must result in achieving Construction Authorization of the project within 10 years of the fiscal year when Preliminary Engineering was authorized. As a result, projects that have cost overruns must be accounted for through a commitment of local funds through the construction phase. This provision may be waived by the approval for additional funding from the WMPO Board and through additional STIP amendments by the Board of Transportation, on a case by case basis.

Application Materials

Applicants are required to submit the following materials with their application:

- Funding Request Submittal Form
- Map of project (See Exhibit A for an example)
- Signed resolution of financial support (minimum 20%) from local government
- Detailed Engineer's Opinion of Probable Construction Costs
- Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.)
- Additional supporting documents – exhibits, additional maps, prior resolutions adopting plans that specify a need for the project, etc.

Funding Request Submittal Form

The following descriptions are to help completion of this form:

Project Name – A descriptive name of your project.

Project Location – physical location and extents of the project, with the jurisdiction.

TIP ID# - For projects already in the STIP, include the TIP number here.

Total Project Cost – An estimate of the total cost of the project for *all phases* needing completion (Design/NEPA, Right-of-Way, and Construction).

Note: local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP. Estimated project costs are to include inspection and contract administration costs during construction and must be prepared by a licensed Professional Engineer in the State of North Carolina. If design has not been started on the project, it is recommended to use a 25% contingency.

Requested STBGP Funding – This is no more than 80% of the "total project cost"

Primary Applicant – The name of the agency submitting the application.

Secondary Applicant – If the applicant is a joint application include the name of the second entity applying for the funds. For example, local governments may partner with NCDOT, the WMPO, or an adjacent jurisdiction based on funding and project location.

Project Manager – The primary point of contact throughout the life of the project. This staff position is typically a representative of the primary applicant.

Contact Person – The person WMPO staff should contact with questions.
Project Description – A specific description of your project, including beginning and end points of the project and facility type. This should include a broad overview of the required work, plus any relevant background or context to the proposal.

Problem Statement – This can be a "Preliminary Purpose and Need Statement" to justify expenditure of funds to address a problem in a WMPO member jurisdiction. The statement should present the transportation problem to be solved as well as reference any supporting information.

Eligibility Requirements – The Eligibility Matrix should be reviewed to determine if your project is eligible for this funding source. *Projects not meeting the eligibility requirements will not be considered.*

Allocation of Points (100 points total):

1. **Safety (25 Points)**
    a. **Reported Crashes over past three (3) years (up to 5 points):**
        i. **One (1) to five (5) – 2 points**
        ii. **Six (6) to ten (10) – 4 points**
        iii. **More than ten (10+) – 5 points**
    b. **Crash pattern analysis (up to 7 points)**
        i. **Any preventable pedestrian crashes? – Yes 5 points**
        ii. **Percent vehicles only (100% - 3 points)**
        iii. **Percent vehicle/pedestrian-cyclist, if >0% add 2 points**
        iv. **Percent other, if >0% add 2 points**
    c. **Mode separation (proposed) – up to 5 points**
        i. **No physical barrier – 5 points to correct**
        ii. **No vertical barrier – 5 points to correct**
        iii. **Time of day restrictions – 3 points to correct**
        iv. **Turn/access restrictions – 3 points to correct**
        v. **Road closures (partial or full) – 3 points to correct**
    d. **Upgrading infrastructure – up to 5 points**
        i. **Narrow width sidewalks – 2 points to correct**
        ii. **Narrow width bicycle lanes – 2 points to correct**
        iii. **Installing transit shelters – 2 points to correct**
        iv. **Other – up to 1 point**
    e. **Designating and installing dedicated routes (up to 3 points)**
        i. **Part of existing safe routes to school – 3 points**
        ii. **Identified pedestrian crossings – 2 points**
        iii. **Bicycle crossings – 2 points**
        iv. **Closing gaps between facilities – 2 points**

2. **Congestion Management/Capacity Improvements (25 points)**
    a. **Adding thru capacity – up to 10 points**
        i. **Dedicated turn lane – 5 points per direction, 10 points maximum**
    b. **Adding turn lanes at intersections – up to 5 points**
        i. **Conversion of dedicated lane to Shared thru/turn lane – 3 points**
        ii. **Dedicated turn lane – 5 points**
    c. **Restricting access - up to 5 points**
        i. **Limiting left turn movements – 3 points**
        ii. **Limiting thru movements – 5 points**
    d. **Revising traffic controls to improve thru capacity – up to 5 points**
        i. **Upgrading traffic signal phasing – 3 points**
        ii. **Upgrading intersection geometry – 5 points**

3. **Multi modal elements (20 points)**
    a. **Adding non-automotive capacity to existing roadways – up to 4 points**
        i. **Installing sidewalk – 2 points**
        ii. **Installing bicycle lane(s) – 2 points**
    b. **Extending bicycle lanes – up to 4 points**
        i. **Extension < ½ mile – 2 points**
        ii. **Extension ≥ ½ mile – 4 points**
    c. **Adding recreational trails – up to 4 points**
        i. **New SUP 10 feet wide < ½ mile length – 2 points**
        ii. **New SUP 10 feet wide ≥ ½ mile length – 4 points**
    d. **Upgrading transit infrastructure – up to 4 points**
        i. **Installing new transit stops (sign posts) – 2 points**
        ii. **Installing shelters at new/existing transit stops – 4 points**
    e. **Reducing vehicle miles traveled (VMT) – up to 4 points**

4. **Accessibility (15 points)**
    a. **Closing sidewalk gaps – up to 6 points**
        i. **Gap is < ¼ mile in total length – 2 points**
        ii. **Gap is > ¼ mile in total length – 4 points**
        iii. **Gap connects transit, school and/or trail – 6 points**
    b. **New ADA infrastructure (ramps, pedestrian signals, markings) – up to 5 points**
        i. **Installing/replacing ADA ramps at intersection – 2 points**
        ii. **Installing ADA ramps and pavement markings (crosswalks) – 3 points**
        iii. **Installing pedestrian traffic signal equipment – 5 points**
    c. **Removing/addressing barriers – up to 4 points**
        i. **New accessible roadway crossing – 2 points**
        ii. **New accessible roadway crossing w/documented (crashes) – 4 points**

5. **Project Status (10 points)**
    a. **Design/Planning – 5 points**
    b. **Right of way acquisition – 8 points**
    c. **Construction – 10 points**

6. **Administration (5 points)**
    a. **Prior project – up to 5 points**

Project Cost estimates

Cost of NEPA/Design Phase – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, engineering, and bid document preparation (including specifications).

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate includes the cost for right-of-way acquisition and utility relocation. Note that the sum of the three phase specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the "Total Cost of Project". Estimates must be prepared by a Licensed Professional Engineer in the State of North Carolina.

Cost of Construction Phase – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the "Total Cost of Project". Estimated project costs must be prepared by a Licensed Professional Engineer in the State of North Carolina.

Total Cost of Project – This is a sum of the cost of NEPA/Design, Right-of-Way and Construction. The estimate used to generate the associated costs should be provided as an attachment. See appendix for example.

Funding Year Request – Federal Amount requested per Phase and Fiscal year

The STBGP-DA program allows for a multi- year award program with a recurring call for projects every year. The first two years of the program are considered committed. If a project receives funding for design, then the construction and/or Right-of-Way of that project will also be considered committed. Years 3 thru 5 of the program will compete in the next call for projects but will receive points in the application for being previously programmed.

Key Documents for Submittals

Proposed Project Map(s) – See Appendix and Exhibit A for criteria and example map.

Signed Resolution of Support

Resolution must be on the Primary Applicant's letterhead and signed to be considered to be complete. See Exhibit C for an example resolution.

Detailed Opinion of Probable Construction Costs

Detailed Anticipated Construction Costs prepared by a licensed professional engineer along with all costs associated with producing design documents (if required). All associated costs that may be incurred with the completion of the project including engineering, right-of-way, utility relocations, construction contingencies, NCDOT inspection / materials testing and construction administration (approximately 15% of project cost), and NCDOT project administration (currently set at 3% of project cost) should be presented in a line-item cost form.

Project Schedule

Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.). An example schedule is provided in the appendix.

Additional Supporting Documents

Exhibits or site photos (with labels), additional maps, safety reports, crash records, resolutions adopting plans that specify a need for the project, etc. Resolutions in support of project must have been adopted prior to call for projects.

Tiebreaker elements

In the event the number of applications exceeds the funding amount available, and one or more selected projects receive the same number of points using the evaluation matrix, the following elements will be used as a tiebreaker:

1) Existing projects will have priority over newly proposed projects, and
2) The project closest to bid phase will have priority, and
3) If necessary, the project with the lower cost shall have priority.

Submittal Guide Appendix
Fiscal Year 2022-23

Wilmington Urban Area Metropolitan Planning Organization

Surface Transportation Block Grant Program (STBGP)
Direct Attributable (DA)
Transportation Alternatives Set Aside (TA)
Carbon Reduction (CR)

Proposed Project Map – This map is required with all applications. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county "STBGP-DA or TASA or CR FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC." to identify the source of funds for your request (STBGP – DA, STBGP – TA, STBGP – CR). Please format the map for 8.5 x 11 or 11 x 17 sheet of paper.

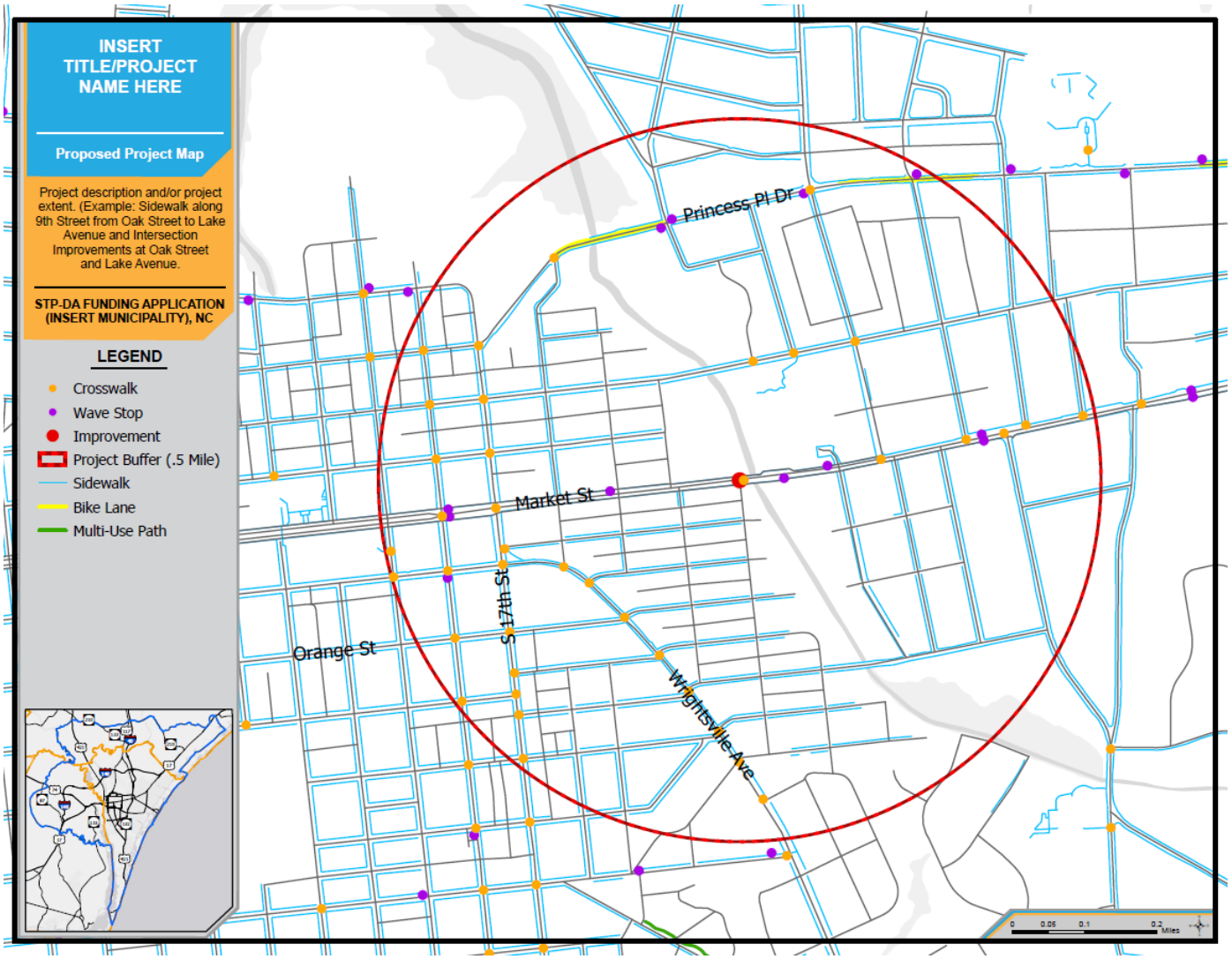
Map must show the following:

1) Full extent of proposed project (multiple sheets are allowed)
2) Inset Extent map – use the WMPO boundary Highlighted in **DARK BLUE**
3) ½ mile buffer around proposed project drawn in **RED**
4) Existing roadways drawn in **DARK GREY**
5) Existing Water Features in **LIGHT GREY**
6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
7) Existing sidewalk drawn in **BLUE**
8) Existing bike lanes drawn in **YELLOW**
9) Existing greenway/multi-use path drawn in **GREEN**
10) Existing bus stop drawn as **PURPLE CIRCLE**
11) Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
12) Major obstacle drawn in **BROWN**
13) Mapping Elements
    a) Title
    b) Legend
    c) North Arrow
    d) Scale
    e) Length of project (if applicable)
    f) Label at minimum **5 street names** for reference on the map in **BLACK**

Note: if you are suggesting the proposed project should receive points for providing a new connection over a major obstacle, be sure to illustrate this on this map.

See Exhibit A for an example of a 'Proposed Project' Map

Exhibit A – Sample project map



Closing a Gap: If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. Map should include project and map title along with a project description and project extent (minimum one sentence). Include below the description the following statement to indicate the affected municipality/county "STBGP-DA or TASA or CR FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC." to identify the source of funds for your request (STBGP – DA, STBGP – TA, STBGP – CR). Please format the map for 8.5 x 11 or 11 x 17 sheet of paper.

Map must show the following:

1) Full extent of proposed project
2) Inset vicinity map – use the WMPO boundary in **DARK BLUE**
3) ½ mile – 2 mile buffer around proposed project drawn in **RED**
4) Existing roadways drawn in **DARK GREY**
5) Existing Water Features in **LIGHT GREY**
6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
7) Only include the existing facility that your project will be closing a gap:
   a) Existing sidewalk drawn in **BLUE**
   b) Existing bike lanes drawn in **YELLOW**
   c) Existing greenway/multi-use path drawn in **GREEN**
   d) Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
8) Mapping Elements
   a) Title
   b) Legend
   c) North Arrow
   d) Scale
   e) Length of project (if applicable)
   f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit B for an example of a 'Closing a Gap' Map

Exhibit B – Sample Gap Closure project map

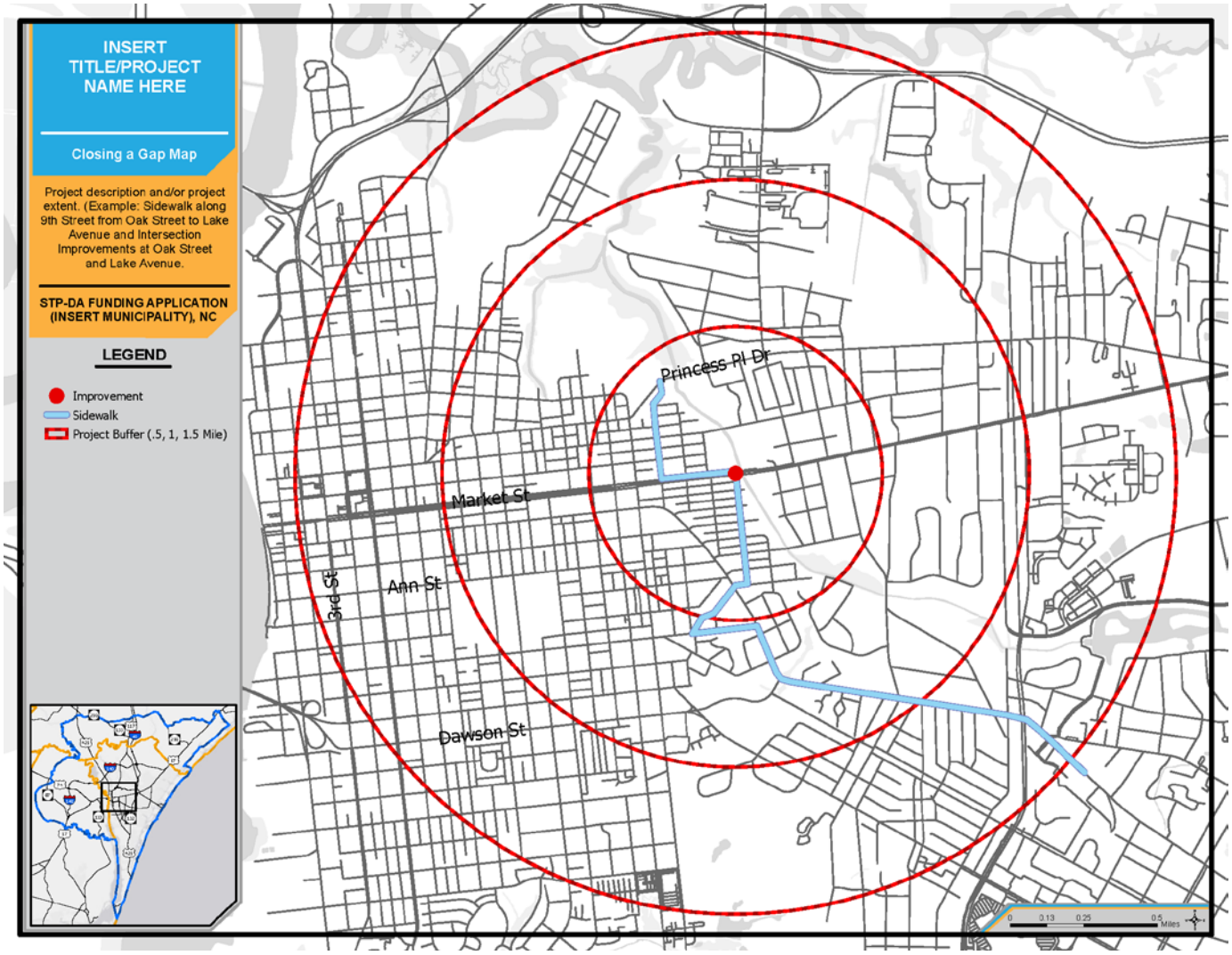


Exhibit C – Sample Municipal Resolution of support

(sample)

Resolution authorizing (a local government) to submit an application to the Wilmington Urban Area Metropolitan Planning Organization in the Amount of $____ for Surface Transportation Block Grant Program - Direct Attributable Funds or Transportation Alternative Set Aside – Direct Attributable for Name of Project

LEGISLATIVE INTENT/PURPOSE:

On (date) the Wilmington Urban Area Metropolitan Planning Organization (WMPO) issued a call for projects to agencies in its jurisdiction for Surface Transportation Block Grant Program- Direct Attributable Funding (STBGP-DA) or Transportation Alternative Set Aside – Direct Attributable (TASA-DA). A total of $_____ is available to award. STBGP-DA and TASA-DA is comprised of a collection of discretionary programs including (short description of what you are applying for – for example: planning, design and construction of on- and off- road bicycle and pedestrian facilities). The funding requires a minimum 20% local cash match.

<Insert description of proposed project, including (if applicable): length, connections to other facilities, and connections to schools, shopping, etc. Include other adopted plans that recommend this project. Include estimated cost, amount of DA funds requesting, and proposed match (percentage and amount).

THEREFORE, BE IT RESOLVED:

That, the (appropriate person) is hereby authorized to submit a STBGP-DA or TASA-DA application in the amount of $_____ and will commit $_____ as a cash match for the (name of project)

Exhibit D – Sample Engineer's Estimate of Probable Costs

CRRSAA FY21 PROJECT
WMPO MEMBER JURISDICTION
Opinion of Probable Construction Cost-EXAMPLE

Item #	Description	Quantity	Unit	Unit Price	Total Cost
1	MOBILIZATION	1	LS	$ 40,000.00	$ 40,000.00
2	CONST SURVEY	1	LS	$ 5,000.00	$ 5,000.00
3	CLEAR AND GRUB	2.5	AC	$ 2,000.00	$ 5,000.00
4	TRAFFIC CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	GRADING	1900	CY	$ 15.00	$ 28,500.00
6	CURB RAMPS	4	EA	$ 500.00	$ 2,000.00
7	INCIDENTAL STONE	100	TON	$ 35.00	$ 3,500.00
8	DRAINAGE IMPROVEMENTS	1	LS	$ 50,000.00	$ 50,000.00
9	#57 STONE	15	TON	$ 50.00	$ 750.00
10	AGGREGATE BASE CRSE	2500	TON	$ 65.00	$ 162,500.00
11	ASPH CONC SURF CRSE, S9.5B	700	TON	$ 95.00	$ 66,500.00
12	SEEDING & MULCHING	2.5	AC	$ 1,600.00	$ 4,000.00
13	REMOVABLE BOLLARDS W/ MARKINGS	24	EA	$ 800.00	$ 19,200.00
14	THERMO PVT MKGLINES (4", 90 MILS)	5100	LF	$ 0.55	$ 2,805.00
15	THERMO PVT MKGLINES (24", 120 MILS)	120	LF	$ 7.60	$ 912.00
				Project Construction Subtotal	**$ 395,667.00**
				Contingency (10%)	**$ 39,566.70**
				Inspection/DOT Fees (18%)	**$ 78,342.07**
				Total Construction Cost	**$ 513,575.77**

Note: Contingency percentage should be based on the stage of the project. If design has not been started the contingency should be higher and should be determined by the engineer performing the estimate. If the project is ready for bid the contingency should be a minimum of 10%. Also, if funding is not being requested in the first two years inflation should be taken into account as part of the contingency.

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION APPROVING THE SCORING CRITERIA AND COMPETITIVE PROCESS FOR THE FY 23 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM - DIRECT ATTRIBUTABLE, TRANSPORTATION ALTERNATIVES SET ASIDE- DIRECT ATTRIBUTABLE, AND CARBON REDUCTION PROGRAMS

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, on July 18, 2012, the Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

WHEREAS, the Infrastructure Investment and Jobs Act was signed into law by President Biden on November 15, 2021; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board is authorized to directly program Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA), Transportation Alternatives Set Aside- Direct Attributable (TASA-DA), and Carbon Reduction program funds on eligible projects submitted by eligible entities through a competitive process; and

WHEREAS, a revised methodology has been developed to reflect both recent applications and the Board's direction provided to staff; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed the FY 23 scoring criteria and competitive process for the distribution of these funds through collaboration with the Board; and

WHEREAS, the evaluation metrics will total 100 points and are structured in the following manner:

1. Safety – 25 points maximum
2. Congestion Reduction – 25 points maximum
3. Multi-modal elements – 20 points maximum
4. Accessibility improvements – 15 points maximum
5. Project Readiness – 10 points maximum
6. Administration – 5 points

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the scoring criteria and competitive process for the FY 23 Surface Transportation Block Grant Program- Direct Attributable, Transportation Alternatives Set Aside- Direct Attributable, and Carbon Reduction Programs.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

_____
David Piepmeyer, Chair

_____
Mike Kozlosky, Secretary

MAY 2022
FINAL PLAN

Kure Beach Bicycle & Pedestrian Plan







Prepared for the Town of Kure Beach and the Wilmington Urban Area Metropolitan Planning Organization (WMPO)

Prepared by Alta Planning + Design | 2022

ACKNOWLEDGMENTS

Thank you to the 400+ local residents of Kure Beach that participated in the development of this plan through public workshops, online maps, and comment forms. Special thanks to the community leaders, town staff, and committee members listed below.

TOWN COUNCIL:
Craig Bloszinsky, Mayor, Town of Kure Beach
Allen Oliver, Mayor Pro Tem, Commissioner & Recreation Liaison, Town of Kure Beach
John Ellen, Commissioner, Town of Kure Beach
David Heglar, Commissioner, Town of Kure Beach

TOWN OF KURE BEACH STAFF:
John Batson, Building Inspector
Mike Bowden, Police Chief
Arlen Copenhaver, Finance & Budget Officer
Sean Geer, Recreation Coordinator
Nikki Keely, Director of Recreation
Ed Kennedy, Fire Chief
Jim Mesimer, Director of Public Works
Mandy Sanders, Town Clerk

TOWN OF KURE BEACH BIKE/PED COMMITTEE:
Mo Linquist, Chair
Candy Ashton-Forrester
Jerry Clark
Eileen Clute
Cindy Maier
Steve Shumate
Garner Von Cannon

REGIONAL PLANNERS AND PROJECT CONSULTANTS:
Abby Lorenzo, Wilmington Urban Area MPO
Jessi Leonard, NCDOT Division 3
Malcolm Charles, Military Ocean Terminal, Sunny Point
Jason Reyes, Alta Planning + Design
Stephen Bzomowski, Alta Planning + Design
Lucy Laird, Alta Planning + Design

Prepared for the Town of Kure Beach and the Wilmington Urban Area Metropolitan Planning Organization (WMPO)

Project Contact: Sean Geer, Recreation Department, Town of Kure Beach
910.458.8216 | s.geer@townofkurebeach.org

This plan was made possible with funding from the WMPO
Prepared by Alta Planning + Design | 2022

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PROJECT BACKGROUND AND PLANNING PROCESS

Project Background

The Town of Kure Beach has recognized residents' desire for improved and expanded facilities for walking and biking in town. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) agreed to contribute funds towards the development of this Bicycle and Pedestrian Plan, in consideration of the planned future bicycle and pedestrian facilities that will connect Kure Beach residents and visitors to all that the town has to offer.

Planning Process

The planning process began with a field tour with Town staff, the WMPO, and the project consultants. The tour focused on key opportunities and constraints for walking and bicycling in town (see opposite page for detail on opportunities and constraints). The tour was followed by a meeting with Town staff and an initial public workshop, to gather further input on existing conditions and potential projects. Consultants then drafted recommendations based on that input, and presented them back to the public for further comment and feedback. Feedback received at the public workshop was extremely informative and largely supportive, particularly for projects that would improve the safety of pedestrians crossing Fort Fisher Boulevard, improve the sidewalk network, and expand separated facilities for walking and biking, such as the Island Greenway Extension.

The field tour, staff meetings, and public workshops were followed up by an implementation-focused meeting with the Town, the WMPO, and the subsequent development of this draft plan report. The Final Plan was presented to the Town in March 2022.







From the top: Field tour of the Town, followed by stakeholder meetings and public workshops.

EXISTING CONDITIONS

Kure Beach Overview

The Town of Kure Beach, NC is located south of Wilmington on a barrier island between the Cape Fear River and the Atlantic Ocean. Residents and tourists alike have long been drawn to the Town's ocean views as well as its proximity to attractions such as the NC Aquarium and Fort Fisher State Historic Site and Museum. Kure Beach has a small commercial district with shops and restaurants, centered around Kure Beach Pier and Ocean Front Park. Fort Fisher Boulevard is the main thoroughfare through the Town, providing connectivity to Carolina Beach to the north and the state park to the south.

According to the U.S. Census Bureau, the population of Kure Beach is approximately 2124, consisting of about 950 households. The median household income in Kure Beach is $71,319 (compared to $54,602 in North Carolina) with a median age of 57.8 years (compared to 38.7 years statewide).

Key Opportunities and Constraints for Walking and Bicycling

According to the field tour, public input, and input from Town leadership, key factors include:

- Between N Ave & E Ave, Kure Beach's street network is a grid pattern that is a little less than a mile long and five blocks wide at its widest. To the north and south of this area, the street network is less connected, pushing pedestrian and bicycle traffic onto Ft. Fisher Blvd/US 421. Ft. Fisher Blvd marks the eastern edge of the street network, though there is significant development between Ft. Fisher and the Atlantic Ocean. To the west, the Town is bordered by land owned by the U.S. Army's Military Ocean Terminal Sunny Point (MOTSU). This constrains potential infrastructure changes on Dow Rd and the existing Carolina Beach Island Greenway.
- There are several key destinations within Town that can be reached by walking and bicycling, including the Kure Beach Pier and Ocean Front Park and Pavilion, the Carolina Beach Island Greenway, and Joe Eakes Park.
- There is a narrow, relatively uneven sidewalk on the east side of Ft. Fisher Blvd from N Ave to E Ave, with narrow bike lanes on both sides to the north of N Ave and to the south of E Ave. Other sidewalks are located along K Ave, heading west to Town Hall and Joe Eakes Park, as well as in some of the private developments.
- Because of low traffic volumes and speeds, nearly every street in Town can already be used for walking and bicycling, but conditions could be improved further with wider sidewalks, more visible crosswalks, and pavement markings for bicycling.
- Extending the Carolina Beach Island Greenway through Kure Beach would offer a unique opportunity to create a facility for walking and biking that is safe for all ages and abilities, completely separate from traffic. However, the greenway extension project would involve approval from & significant cooperation with MOTSU.
- Much of Kure Beach's street network is owned by the town, with the major exceptions of Ft. Fisher Blvd and K Ave. This means that NCDOT funding sources can apply to improvements to these roadways, but not to the rest of the Town's street network.



Photo: the Island Greenway in Carolina Beach. A potential project proposed in this Plan would extend the greenway on MOTSU land, offering greater connectivity for Kure Beach residents.

RECOMMENDATIONS SUMMARY (NORTH SIDE)



RECOMMENDATIONS SUMMARY (SOUTH SIDE)



PROJECT CUT SHEET:

K AVENUE CROSSING IMPROVEMENTS

FORT FISHER BLVD AND K AVENUE

In 2021, the Wilmington Urban Area Metropolitan Planning Organization (WMPO) secured funding from the Coronavirus Response and Recovery Supplemental Appropriations Act (CRRSAA) for four transportation projects in the region. The Town of Kure Beach is one of the recipients of the funds and will receive approximately $360,000 for the cost to improve pedestrian access and safety at the intersection of Fort Fisher Blvd and K Avenue, including sidewalks. See opposite page for a conceptual rendering of the project; the actual intersection design is still to be determined through a design process independent of this plan.

Existing conditions at Fort Fisher Blvd and Avenue K



ADDITIONAL K AVENUE CROSSING IMPROVEMENTS

In addition to the crossing at Fort Fisher Blvd, crossing improvements are also recommended at Third, Fourth, Fifth, Sixth, and Seventh Avenues. Recommendations include high visibility crosswalks along and across K Avenue, including median refuges and bulb outs where possible. This may require removal of a single parking space in the K Ave median at Third Ave, immediately north of the existing landscaped median.

PUBLIC COMMENTS

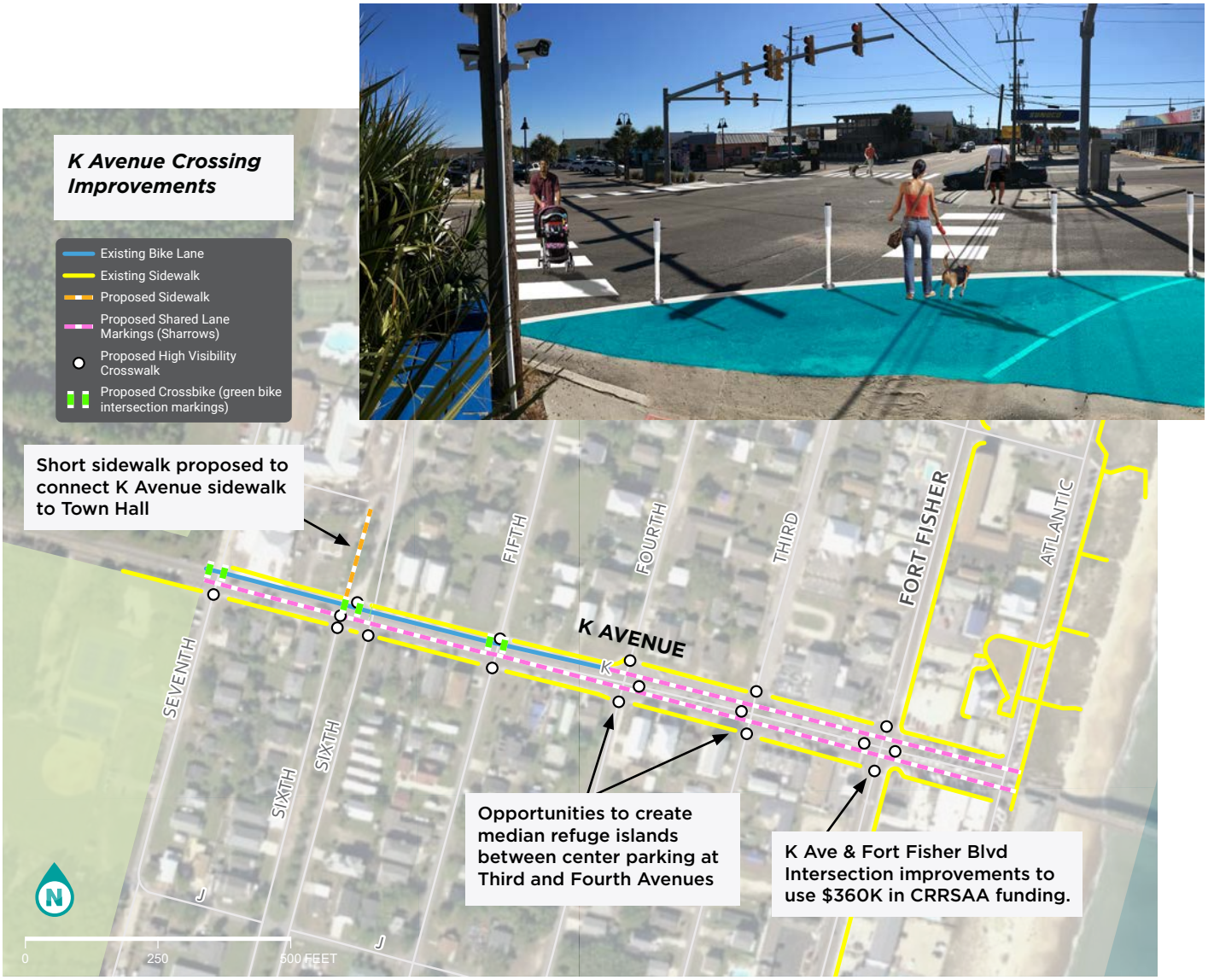
- Pros: Comments were supportive of improving the intersection at K Avenue and Fort Fisher Blvd in order to make it safer for pedestrians. Suggested improvements included pedestrian signals and crosswalks, and potentially signage reminding drivers to yield to pedestrians.
  - The following comment on the online map received 15 likes: *"Need crosswalks and pedestrian refuge islands at the light at Fort Fisher Blvd and K Ave. Consider "yield to pedestrians in crosswalk" signs."*
- Cons: Concerns for slowing down automobile traffic flow.

HOW TO USE ESTIMATED COSTS RANGES IN THIS PLAN

When reviewing the estimated construction costs in this plan, please take into account the following important notes and caveats:

- The cost estimates represent a planning-level of analysis and therefore are listed in ranges.
- Costs will likely change as more information becomes available in the design phase.
- Costs are listed in the base year of 2022, and should be escalated at a rate of 5% each year thereafter.
- Cost estimates do not include land acquisition/ROW needs, utility relocations, alterations to drainage structures, engineering, or construction inspection.
- Design costs are not listed per cut-sheet, but they can range between 10-20% of construction costs, depending on the size and complexity of the project. Higher ranges will be encountered on projects utilizing federal funds that require a high level of regulatory compliance and on projects that impact FEMA-regulated floodways that require detailed flood modeling and permitting. Small projects will also see higher percentages for design cost.

Conceptual image of recommended crossing improvements; the actual intersection design is still to be determined through a design process independent of this plan.



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Sidewalk (5 ft wide)	175	LF	$35	$6,125
Sharrows	27	EA	$500	$13,500
Crosswalk	17	EA	$900	$15,300
Flexible Delineator	40	EA	$115	$4,600
Painted Curb Extensions (8)	4400	SF	$8	$35,200
Crossbike Treatment	3	EA	$1,152	$3,456
			Sub Total	*$78,181*
			Total	*$101,635*
			Estimated Range	**$100-120K* ******

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

***Additional improvements to the Fort Fisher Blvd and K Avenue intersection are not included above, which are still to be determined and may include significant costs such as utility relocation (which is why the CRRSAA funds are higher than the range listed in the table).*

PROJECT CUT SHEET:

SHORT ISLAND GREENWAY CONNECTION

This proposed greenway extension would run for approximately 1,200 feet from the terminus of the existing Island Greenway in Carolina Beach, connecting to Settlers Lane in Kure Beach. This will provide a direct walking and bicycling connection for Kure Beach residents to the Island Greenway and destinations north of Kure Beach, creating a safer alternative to walking and bicycling along the higher traffic volume and higher speed roadway conditions of Fort Fisher Blvd.

Note that the portion of this project west of Spot Lane is not on Town property and will not be possible without approval from the Department of Defense at Military Ocean Terminal Sunny Point (MOTSU). MOTSU would lease the property to the Town and require a fence along the trail if approved.

PUBLIC COMMENTS

- Pros: Comments in favor of the extension emphasize the need for a safe, paved connection for bicyclists and pedestrians between the greenway and Settlers Lane, provided that motorized vehicles, including golf carts, would not be allowed.
    - The following comment on the online map received 27 likes and 4 dislikes: *"Pave a path to get me to the Island Greenway without popping a tire!"*
- Cons: A concern was that the extension would put walkers and cyclists in conflict with traffic on Settlers Lane, especially during the summer.
    - Despite these concerns, Settlers Lane is a public street, already open to walking and bicycling. The current routing for people on foot and on bike along Fort Fisher Blvd presents greater challenges than this lower-volume, lower-speed residential alternative. Such routing is a common best practice for facilitating safer alternatives for active transportation connectivity. See the Federal Highway Administration's report, *Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts, page 57,* for more on this topic:
    - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/fhwahep16055.pdf

Existing conditions looking north to Spot Lane



Existing conditions looking south to Settlers Lane





PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Shared Use Path (10 ft wide)	1200	LF	$150	$180,000
			Sub Total	*$180,000*
			Total	*$234,000*
			Estimated Range	**$230-$250K***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

PROJECT CUT SHEET:

ISLAND GREENWAY EXTENSION TO TOWN HALL/K AVENUE

This proposed greenway extension would run for approximately 5,250 feet from Spot Lane to Kure Beach Town Hall at K Avenue. This project is not on Town property and will not be possible without approval from the Department of Defense at Military Ocean Terminal Sunny Point (MOTSU). MOTSU would lease the property to the Town and require a fence along the trail if approved.

Alternate alignments west of this location were considered (closer to Dow Road), but are even less viable due to current MOTSU restrictions of use.

If this trail is to be built, it should:

- Aim to preserve the natural feel of the corridor; construction of the existing Island Greenway north of Kure Beach had a wider footprint in the construction process than may be necessary;
- Be designed to decrease rather than increase currently reported drainage issues;
- Be designed to add enough native landscaping and trees between the trail and homes to provide adequate privacy (some homes do not currently have privacy or landscape screening in place from the corridor);
- Be designed with mile-markers for both safety and wayfinding; and
- Have a well-defined and adequately funded maintenance and management plan in place.

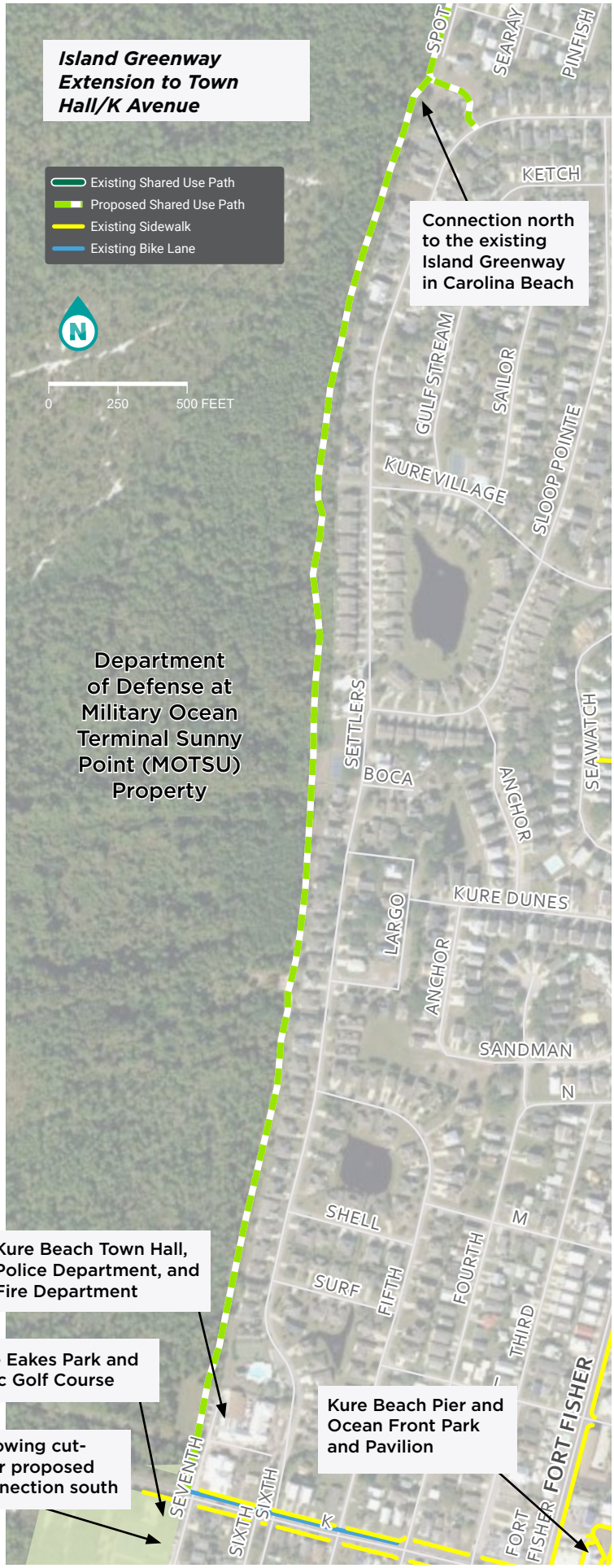
Existing conditions along the fire break corridor on MOTSU property.



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Shared Use Path (10 ft wide)	5250	LF	$150	$787,500
			Sub Total	*$787,500*
			Total	*$1,023,750*
			Estimated Range	**$1-$1.2M***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*



PUBLIC COMMENTS

- Pros:
  - This was the #1 project selected in the Town of Kure Beach public survey for this plan.
  - Comments in support of the greenway extension highlight the need for a safe, designated route for walking and biking that builds from the existing Carolina Beach Island Greenway and connects pedestrians and bicyclists to destinations north and south along the island.
  - The extension of the greenway would allow for substantially greater opportunities for recreation and exercise for Kure Beach residents.
  - Many comments, such as this online map submission which received 54 likes (and 1 dislike), reflect the positive attitude of many Kure Beach residents to the possibility of extending the greenway: *"Would be amazing if we could extend the CB bike trail down to Ft Fisher. Would keep bikes and pedestrians off busy roads and provide access to Mike Chapell Park, KB Park and Ft Fisher all from one trail."*

- Cons:
  - Many residents along Settlers Lane have passionately expressed concerns about safety and privacy issues if the greenway were to be extended.
  - Another concern is about preserving the wetlands on the land behind Settlers Lane, and whether the wet areas would be suitable for a greenway.
  - There is also recognition that implementation of the greenway is largely dependent on MOTSU.
  - Additional concerns were expressed about the potential cost of the greenway extension.

PROJECT CUT SHEET:

ISLAND GREENWAY EXTENSION TO FORT FISHER BLVD

This proposed greenway extension would run for approximately 5,900 feet from Town Hall to Fort Fisher Blvd at President Davis Ave, and would closely align with the western edge of the Town of Kure Beach. From President Davis Ave, it would connect to the proposed Fort Fisher Blvd sidepath, which connects south to town limits near Fort Fisher State Park (see separate cutsheet).

This project is not on Town property and will not be possible without approval from the Department of Defense at Military Ocean Terminal Sunny Point (MOTSU). MOTSU would lease the property to the Town and require a fence along the trail if approved.

If this trail is to be built, it should:

- Aim to preserve the natural feel of the corridor; construction of the existing Island Greenway north of Kure Beach had a wider footprint in the construction process than may be necessary;
- Be designed to decrease rather than increase any drainage issues;
- Be designed to add enough native landscaping and trees between the trail and homes/buildings to provide adequate privacy;
- Be designed with mile-markers for both safety and wayfinding;
- Have a well-defined and adequately funded maintenance and management plan in place; and,
- Be aligned to have minimal impact on the disc golf course, or routed on-street if necessary to avoid those impacts.

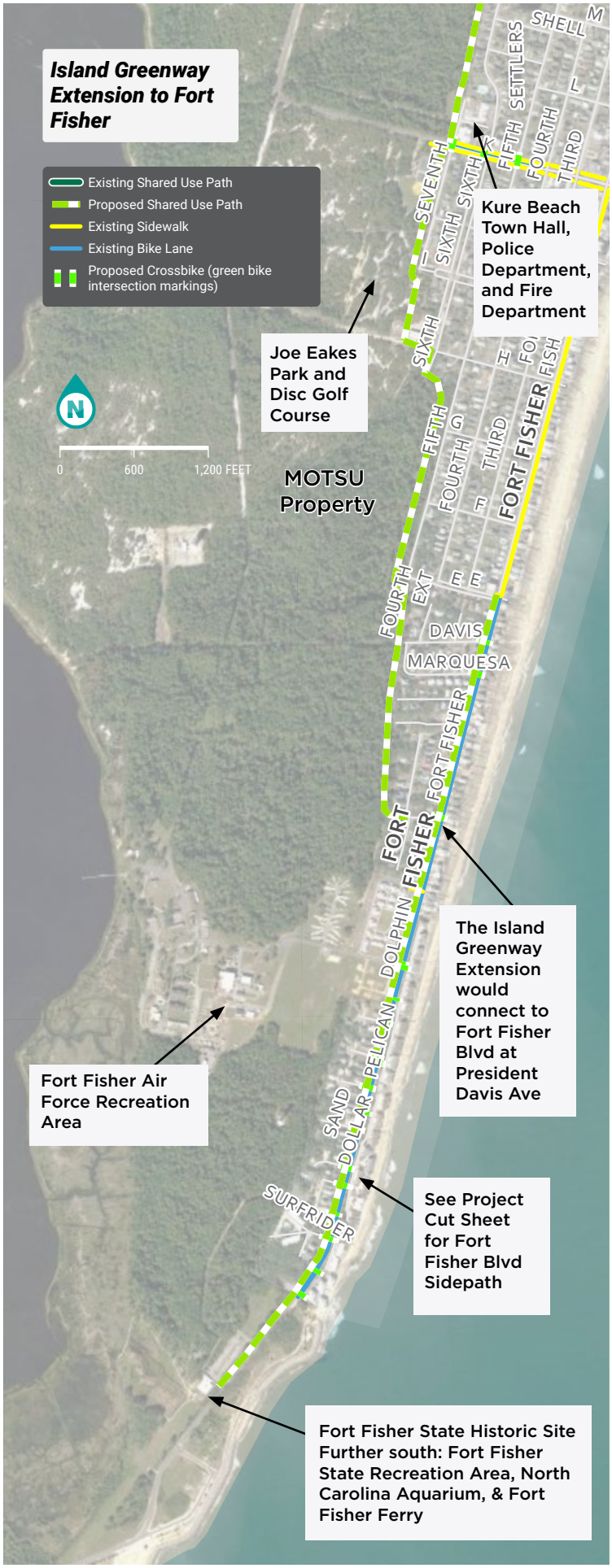
Example of the existing Island Greenway in Carolina Beach.



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Shared Use Path (10 ft wide)	5,914	LF	$100-200	$887,100
			Sub Total	*$887,100*
			Total	*$1,153,230*
			Estimated Range	**$1.2-$1.5M***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*



PUBLIC COMMENTS

- Pros:
  - Many comments received were in favor of expanding on the original proposed greenway extension to K Ave/Joe Eakes Park and continuing the greenway south to Fort Fisher. A particular benefit would be for families with children to be able to ride their bicycles safely to the aquarium, the state historic site, and the ferry.
  - Comments in support of the greenway extension highlight the need for a safe, designated route for walking and biking that builds from the existing Carolina Beach Island Greenway and connects pedestrians and bicyclists to amenities at the southern end of the island without having to travel on Fort Fisher Boulevard.
  - The extension of the greenway would allow for substantially greater opportunities for recreation and exercise for Kure Beach residents.

- Cons:
  - Similarly to the extension to K Ave/Joe Eakes Park, main concerns include the cost of construction and ongoing maintenance, especially in a flood-prone area, as well as disruptions to wildlife in the area.

PROJECT CUT SHEET:

BICYCLE LANE CROSSING IMPROVEMENTS

Intersection crossing markings indicate the intended path of bicyclists. They guide bicyclists on a safe and direct path through intersections, including large driveways. They provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.

Bicycle lane crossing benefits:

- Raises awareness for both bicyclists and motorists to potential conflict areas.
- Reinforces that through bicyclists have priority over turning vehicles or vehicles entering the roadway (from driveways or cross streets).
- Guides bicyclists through the intersection in a straight and direct path.
- Makes bicycle movements more predictable.
- Increases the visibility of bicyclists.
- Reduces conflicts between bicyclists and turning motorists.

For more on this topic, see:

- https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/intersection-crossing-markings/

PUBLIC COMMENTS

- Pros: Comments received were in favor of marking bike lane crossings at intersections to improve safety in a cost-effective way.
- Cons: None received specifically for this project.

Existing bicycle lanes on Fort Fisher Blvd with 4 inch white dash intersection markings.



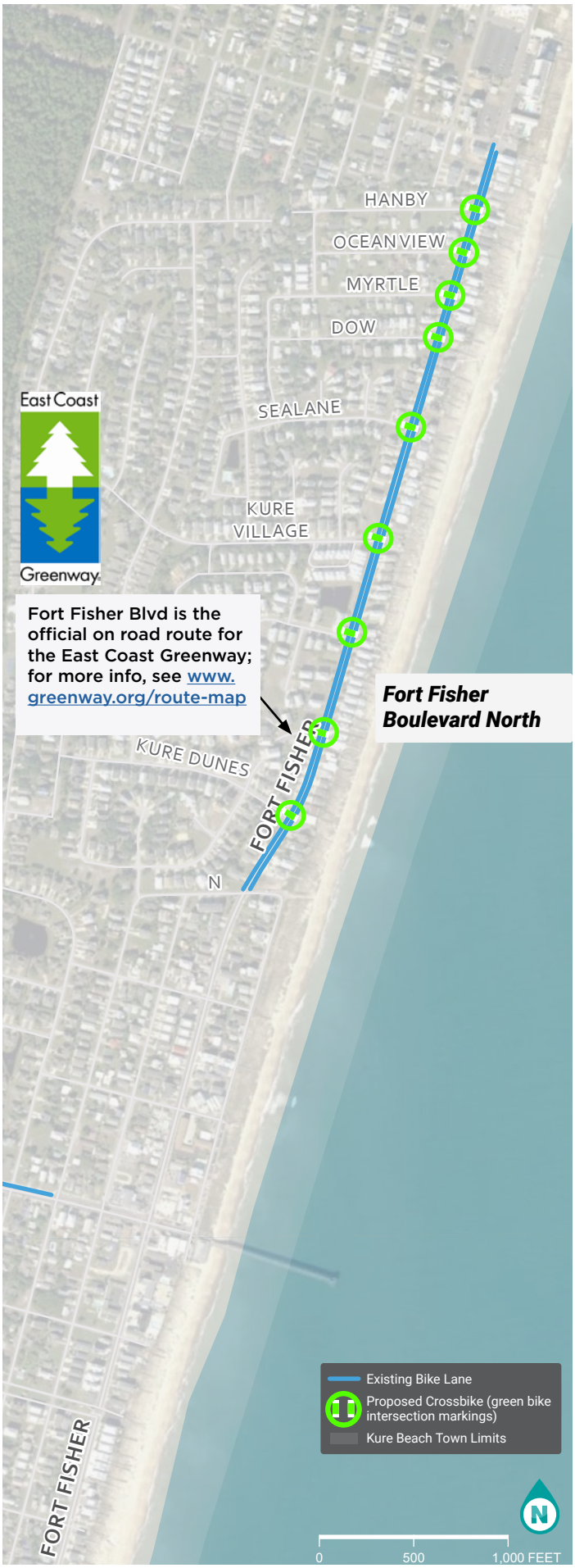
Example of high visibility bicycle lane intersection markings.

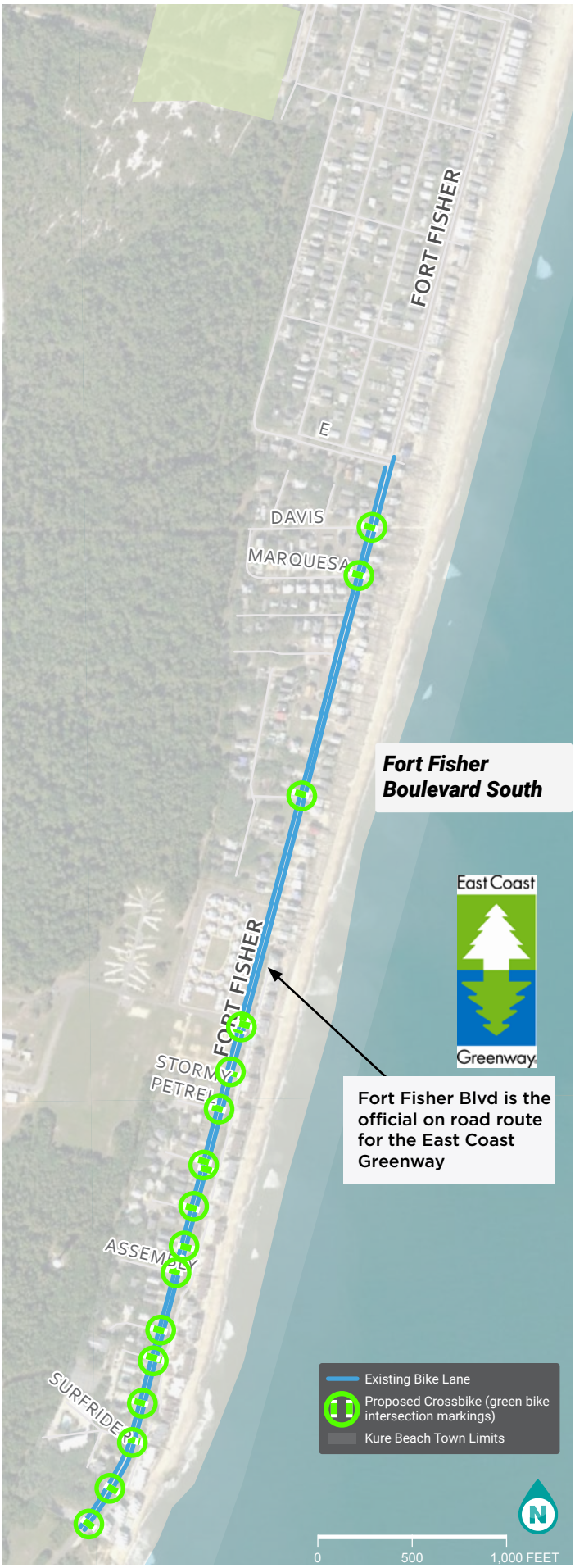


PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Crossbike Treatment	27	EA	$1,152	$31,104
			Sub Total	*$31,104*
			Total	*$40,435*
			Estimated Range	**$40-50K***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*


HANBY
OCEAN VIEW
MYRTLE
DOW
SEALANE
KURE VILLAGE
KURE DUNES
FORT FISHER
N
FORT FISHER
East Coast
Greenway
Fort Fisher Blvd is the official on road route for the East Coast Greenway; for more info, see www.greenway.org/route-map
Fort Fisher Boulevard North
Existing Bike Lane
Proposed Crossbike (green bike intersection markings)
Kure Beach Town Limits
N
0
500
1,000 FEET


FORT FISHER
E
DAVIS
MARQUESA
Fort Fisher Boulevard South
FORT FISHER
STORMY PETREL
ASSEMBLY
SURFRIDER
East Coast
Greenway
Fort Fisher Blvd is the official on road route for the East Coast Greenway
Existing Bike Lane
Proposed Crossbike (green bike intersection markings)
Kure Beach Town Limits
N
0
500
1,000 FEET

PROJECT CUT SHEET:

WESTSIDE SIGNED BIKE ROUTE

A combination of wayfinding signage and shared lane markings or "sharrows," are recommended on this route. Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. The Manual on Uniform Traffic Control Devices (MUTCD) outlines guidance for shared lane markings in section 9C.07.

The Town of Carolina Beach is already using a simialr concept with wayfinding signage. The Town of Kure Beach could coordiante signage design for continuity.

Designating a residential street as a route for walking and bicycling using sharrows and signs has several key benefits:

- Less costly to build than new, fully dedicated walking and bicycling facilities
- Limits impermeable surface area and minimizes stormwater runoff.
- Encourages slow travel speed when narrower than 20 ft.
- Supports on-street or shoulder parking for property access.
- Connects local residential areas to destinations without using busier streets.
- Maintains aesthetic of narrow roads and uncurbed road edges.
- Low maintenance needs over time.

Example of a shared lane marking



Different examples of bicycle route wayfinding signs.





Example wayfinding signage in Carolina Beach



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Sharrows	35	EA	$500	$17,500
Bike Route Signage	20	EA	*$350*	*$7,000*
			Sub Total	*$24,500*
			Total	*$31,850*
			Estimated Range	**$30-40K***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

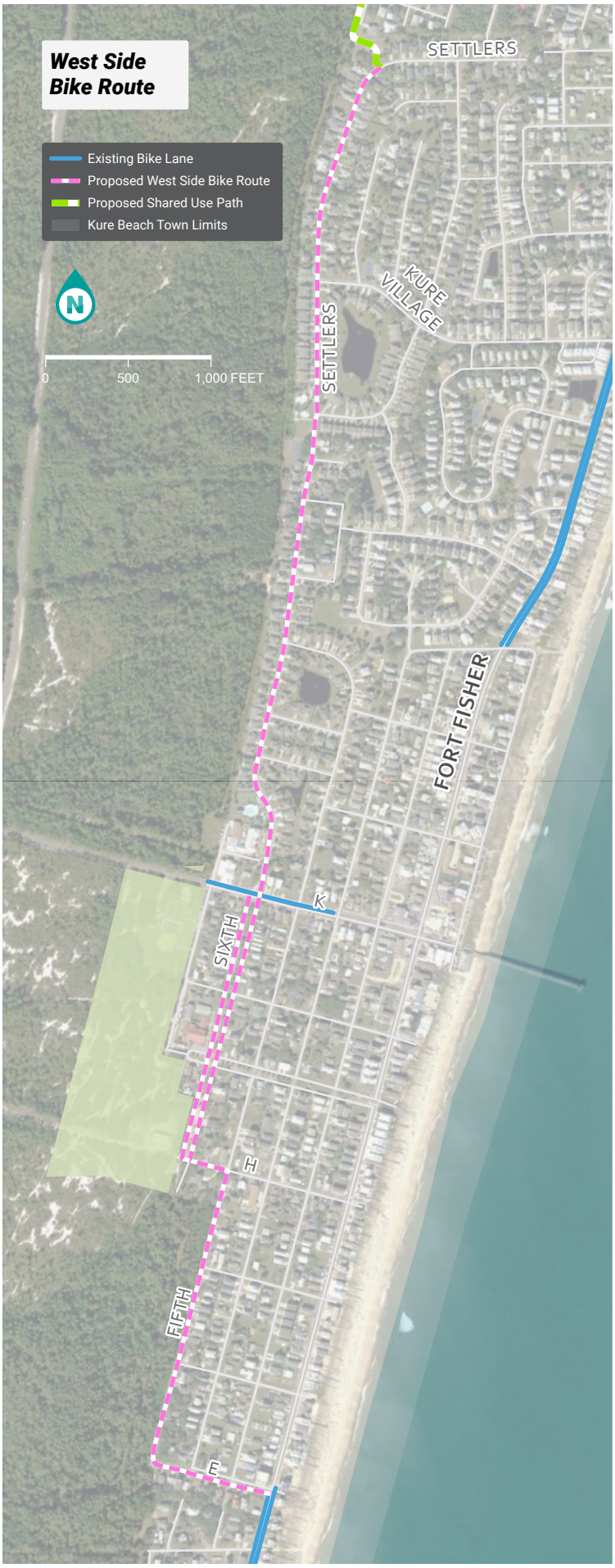
PUBLIC COMMENTS

Pros:

- Comments in favor of the connector point to the need for a safe alternate bike route that allows cyclists to avoid biking on Fort Fisher Blvd.
    - The following comment from the online map received 6 likes: *"Biking on Ft. Fisher Blvd/Lake Park is so dangerous. Widen bike lanes and make them more visible, or put a lane along the back of the island."*

Cons:

- Residents opposed to the connector worry about the safety of drivers, particularly the elderly, if Settlers Lane were to be designated as a bike route. Other concerns include whether Settlers Lane is wide enough to accommodate bicycles along with existing traffic, and whether bicyclists would follow traffic laws.
    - See the related program recommendations in this plan for a townwide walking and bicycling map that could be paired with information about the rules of the road for both bicyclists and motorists. A bicycle education and safety initiative for both local residents and visitors alike will be important for addressing these concerns.
- Also, as noted on another cut sheet in this plan, Settlers Lane is a public street, already open to walking and bicycling. The current routing for people on foot and on bike along Fort Fisher Blvd presents greater challenges than this lower-volume, lower-speed residential alternative.



PROJECT CUT SHEET:

FORT FISHER BLVD SIDEPATH FEASIBILITY STUDY

(STUDY FEASIBILITY OF CREATING A SIDEPATH WITH STRIPING AND CURB STOPS, ON WEST SIDE FROM AVE K TO AVE E)

Existing conditions along Fort Fisher Blvd from Ave K to Ave E are poor for walking. The only existing sidewalk in this section is narrow, against the curb with no buffer, frequently blocked by parked cars, and it undulates with each driveway it passes, creating constantly changing grades. Several solutions should be studied in greater detail for feasibility:

1. Rebuild and expand the existing sidewalk on the east side (high cost);
2. Add new sidewalk and/or sidepath on the west side. The west side of the street (looking south) is shown below. The addition of sidewalk on this side would require either moving utilities (high cost) or moving the curb and removing up to 30 parking spaces in total (also high cost); or
3. Explore a potentially lower cost option (estimated below), that would use the existing on-street parking area on the west side by marking bicycle and pedestrian space with pavement markings, striping, and curb stops (or "armadillo buffers"). The study should outline cost-benefits of this option, particularly in terms of safety with frequent driveways.

Existing conditions along Fort Fisher Blvd on the west side of the street (looking south).



Example of an "armadillo buffer" being used to buffer on-street space for bicycling.



Item Description	Quantity	Unit	Unit Price	Amount
Striping	3400	LF	$4	$13,600
Curb Stops (assumes approx. 80% of the length would use curb stops)	2720	LF	$30	$81,600
Crosswalk	6	EA	*$900*	*$5,400*
			Sub Total	*$100,600*
			Total	***$130,780***
			Estimated Range	**$130-160K***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

PUBLIC COMMENTS

Pros:

» Comments are in favor of improving walking conditions along Fort Fisher Blvd. The current sidewalk is too narrow, uneven, and frequently blocked by parking, especially during the summer months. Residents also favor increased enforcement of speed limits on Fort Fisher Blvd.

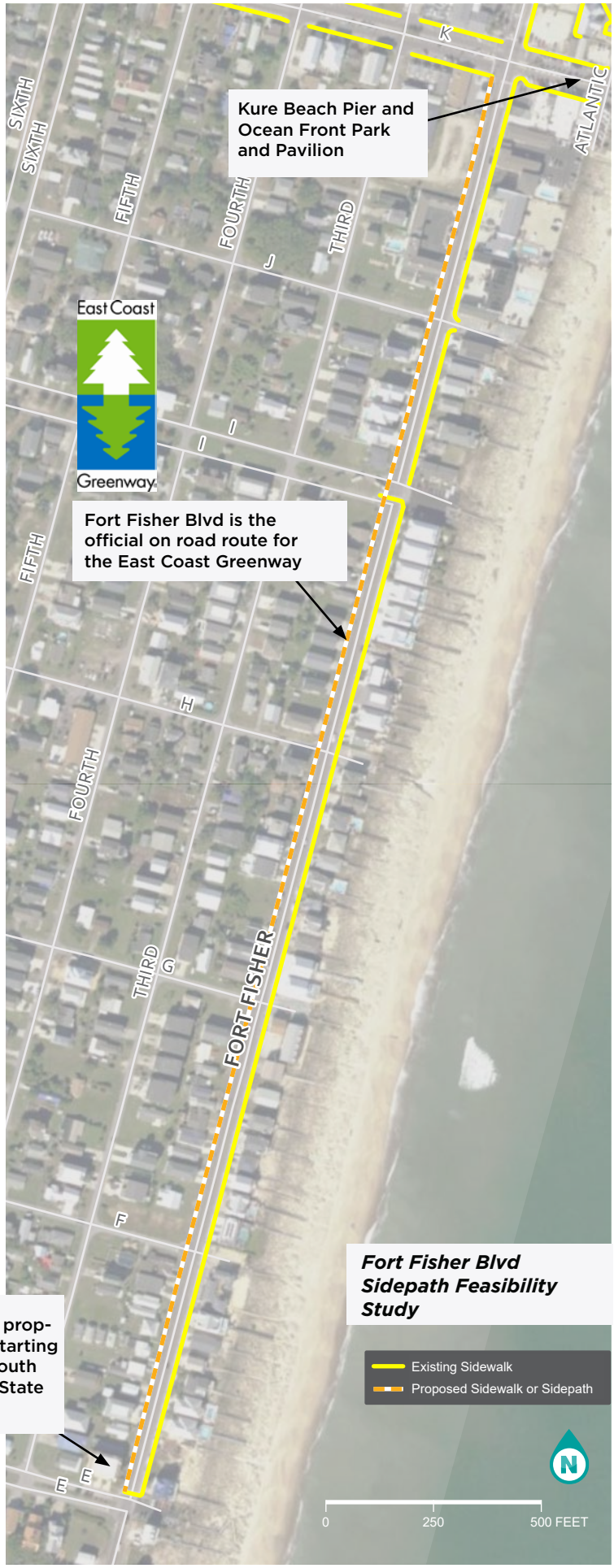
Cons:

» General concerns about costs relative to benefits for residents.

» Any discussion of removing parking in a future study should be expected to generate concerns.



Existing conditions along Fort Fisher Blvd on the east side of the street (looking north).



PROJECT CUT SHEET:

FORT FISHER BLVD CROSSING IMPROVEMENTS

Improving multiple crossings of Fort Fisher Blvd, especially at beach access points, is one of the most straightforward and effective ways to improve conditions for active transportation and recreation in Kure Beach. The recommended approach for this corridor is to pair high visibility crosswalks with pedestrian activated flashing beacons at key locations. The device includes two rectangular shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

An example of this approach can be found just north of Kure Beach, on Fort Fisher Blvd at Alabama Ave in Carolina Beach, shown below.

There are many benefits to using flashing beacons (also called Rectangular Rapid Flashing Beacons, or RRFBs).

- The installation of RRFBs can reduce pedestrian crashes by 47%, see National Cooperative Research Program (NCHRP) Research Report 841: Development of Crash Modification Factors for uncontrolled Pedestrian Crossing Treatments.
- RRFBs make crosswalks and/or pedestrians more visible at marked crosswalks
- RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph.
- Solar-power panels can be used to eliminate the need for a power source.

Example of the recommended flashing beacons for beach access points (in Carolina Beach)



PLANNING-LEVEL COST ESTIMATES

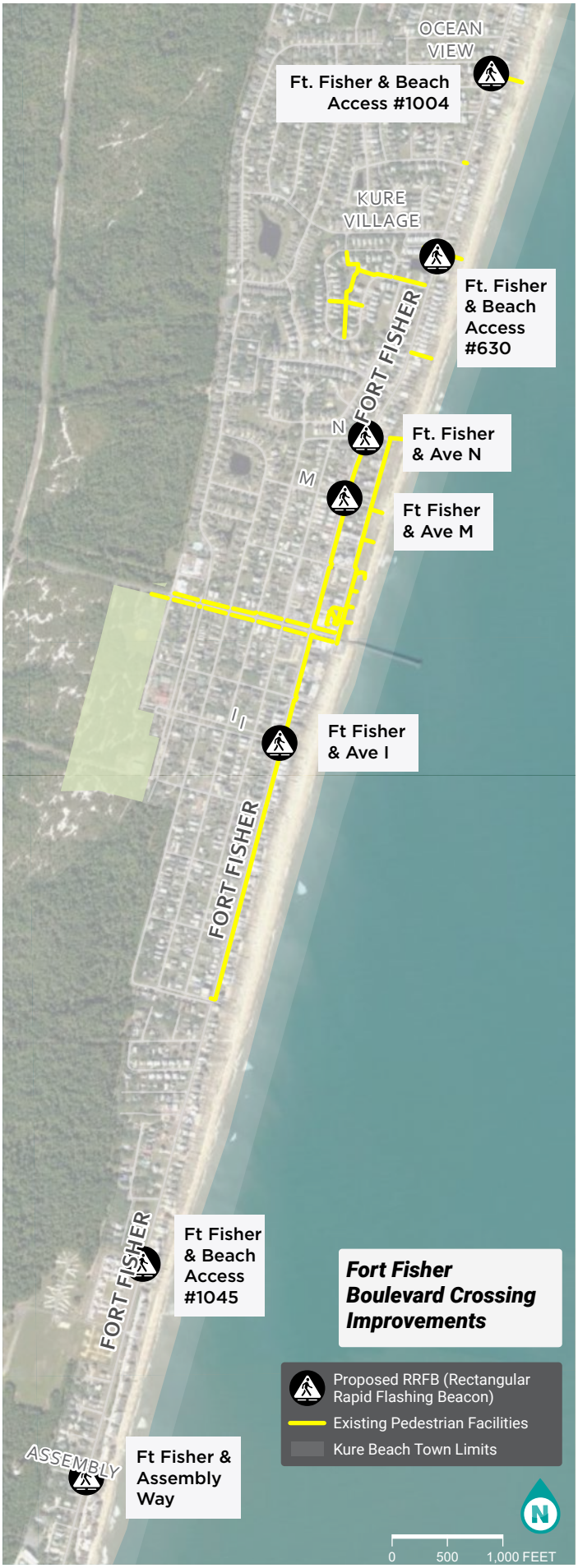
Item Description	Quantity	Unit	Unit Price	Amount
RRFB (pair)	7	EA	$24,000	$168,000
			Sub Total	*$168,000*
			Total	*$218,400*
			Estimated Range	**$215-230K***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

PUBLIC COMMENTS

- Pros: Residents are overwhelmingly in favor of increasing the amount of crosswalks at key locations along Fort Fisher Blvd, especially at public beach access points and in areas with lots of residential and commercial development. Proposed crosswalks will have flashing beacons to improve visibility.
  - The following online comment received 14 likes: *"Needs a pedestrian crossing at this road because the boardwalk ends here," referring to the intersection of N Avenue and Fort Fisher Blvd. Another commenter agreed that they frequently use this crossing to access the pier.*

- Cons: Resident safety concerns include greater risk of collisions between vehicles and pedestrians if crosswalks were to be placed at non-controlled intersections.
  - Research shows that the installation of RRFBs can reduce pedestrian crashes by 47% (see previous page)



PROJECT CUT SHEET:

FORT FISHER BLVD SIDEPATH

(AVE E TO FORT FISHER STATE PARK)

This sidepath connection would provide access for people walking and bicycling towards Fort Fisher State Historic Site, Fort Fisher State Recreation Area, the NC Aquarium, the Fort Fisher Ferry Terminal, as well as the Fort Fisher Air Force Recreation Area and all it offers. Even though there are currently standard bicycle lanes in place, bicycle lanes work best for more experienced bicyclists. In order to accommodate bicyclists of all ages and abilities, plus people who prefer to walk, a sidepath would be better suited.

Existing conditions along Fort Fisher Blvd.



Conceptual example of a sidepath along Fort Fisher Blvd.



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Shared Use Path	10050	LF	$100	$1,005,000
			Sub Total	*$1,005,000*
			Total	*$1,306,500*
			Estimated Range	**$1.3-$1.6M* ** **

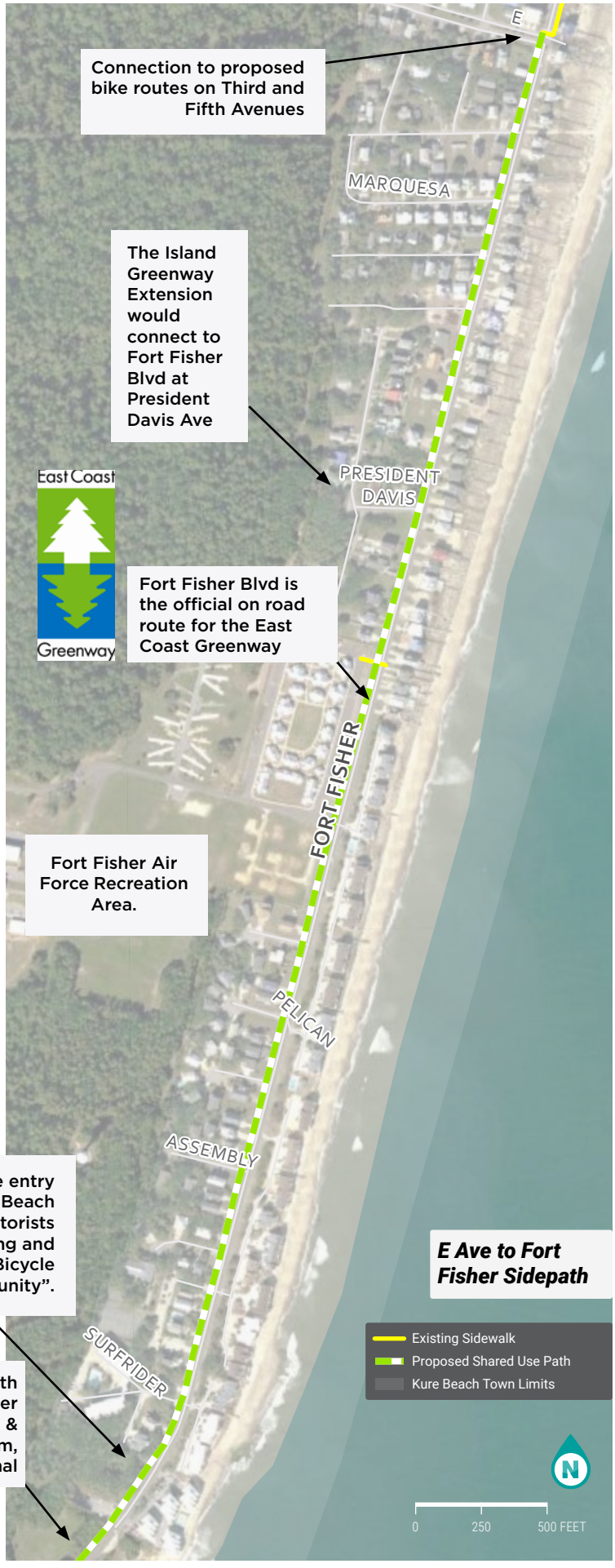
**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

*** Does not include the potential future path connection south of town limits to Fort Fisher State Historic Site & Museum, NC Aquarium, and Ferry Terminal, which would be implemented separately by other project partners if pursued.*

PUBLIC COMMENTS

- Pros: Residents are largely in favor of improving walking and biking access to destinations in the southern part of the island. The proposed sidepath along the southern stretch of Fort Fisher will help to keep pedestrians and cyclists safe by providing greater separation from fast-moving traffic. The implementation of the sidepath project will improve connectivity to and from the aquarium, state park, and other amenities, as well as Brunswick County for those who wish to travel with their bicycles on the Southport Ferry.
  - The following comment on the online map received 9 likes: *"Improving bike access to the ferry will open up visitors from Southport who come over on bikes. Likewise for Pleasure Island bicyclists wanting to visit Southport or Bald Head!"*

- Cons: Some residents question the necessity of suggested improvements given that the bicycle lane "run all the way to the ferry".
  - Note that standard bicycle lanes work well for more experienced cyclists. In order to accommodate bicyclists of all ages and abilities, plus people who prefer to walk, a sidepath would be better suited.



PROJECT CUT SHEET:
BOARDWALK WIDENING

The existing boardwalk is one of Kure Beach's most recognizable and iconic features, aside from the pier to which it connects. However, the current width does not allow for people to comfortably pass in opposite directions as pairs, much less comfortably accommodate other modes, such as bicycling. The adjacent Atlantic Avenue is one-way and not wide enough to accommodate contraflow bicycling. The town could consider not allowing through traffic from L Ave to N Ave to reduce overall traffic.

Furthermore, the structure is made of wood, requiring constant care and repair from limited town maintenance staff and resources.

The upgrade should be a minimum of 10 feet wide to meet standards as a multi-use facility; 12 feet is recommended if the right-of-way allows. Consider a precast concrete boardwalk or a composite material to address the maintenance, safety and longevity issues presented by timber decking boardwalk structures. For more information on precast concrete systems, see https://www.permatrak.com



Existing Kure Beach Boardwalk.

Conceptual example of a wider walkway with a more durable material (lower maintenance)



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Boardwalk	1920	LF	$900	$1,728,000
Sidewalk (5 ft wide)	176	LF	$35	$6,160
			Sub Total	*$1,734,160*
			Total	*$2,254,408*
			Estimated Range	**$2.2-$2.4M* ** **

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*
***Low end of the range is more applicable for a wood structure; high end is more applicable to PermaTrak or similar.*

PUBLIC COMMENTS

» Pros: Comments highlight the issue with cyclists entering Atlantic Avenue (and having to cross Fort Fisher to access it) and traveling the opposite direction from vehicles. Comments also address frequent crowding which occurs on Atlantic Avenue during the summer between bicycles, pedestrians, and vehicles, sometimes pushing cyclists onto the boardwalk where there is little space for them currently.

» Cons: Comments suggested that widening and upgrading the boardwalk should be less of a priority than getting bikes off of Fort Fisher Blvd.



PROJECT CUT SHEET:

NORTH CAROLINA STATE BIKE ROUTE 3

This project would sign and direct bicyclists away from the higher volume traffic and higher speeds of Fort Fisher Blvd to a parallel route on Third Avenue, per the Cape Fear Regional Bicycle Plan. In doing so, it would be recommended to also remove NC State Bike Route signs on Fort Fisher Blvd from N Avenue through E Avenue where bicycle lanes are missing. Another consideration could be to work with the East Coast Greenway Alliance to shift the East Coast Greenway designation to Third Ave as well.

The Town of Carolina Beach is already using a simialr concept with wayfinding signage. The Town of Kure Beach could coordiante signage design for continuity.

Existing conditions along 3rd Avenue



Conceptual image of recommended markings and signage. Note that stop signs and stop bars are flipped in direction to allow for better flow along the bicycle route.



PLANNING-LEVEL COST ESTIMATES

Item Description	Quantity	Unit	Unit Price	Amount
Sharrows	22	EA	$500	$11,000
Bike Route Signage	23	EA	$350	$8,050
			Sub Total	*$19,050*
			Total	*$24,765*
			Estimated Range	**$25-30K***

**See call out box on page 8: "How to Use Estimated Cost Ranges in this Plan"*

PUBLIC COMMENTS

Pros:

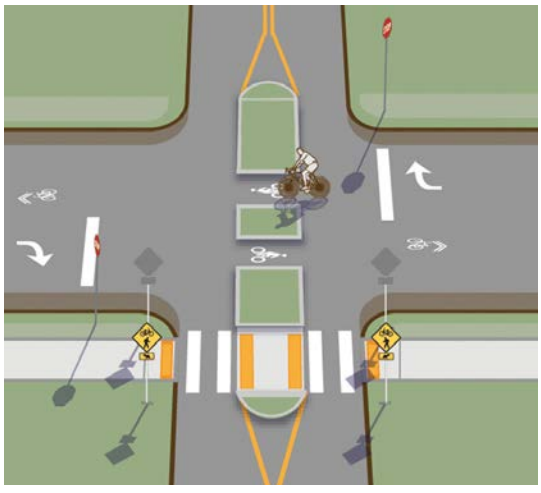
- Comments highlight the need for a safe alternate bike route that allows cyclists to avoid biking on Fort Fisher Blvd.
- There is a significant desire to improve bicycle access to key destinations and attractions across the island.
- 3rd Avenue has lower speeds and lower traffic volumes.
- Commenters were in favor of solutions such as this one that will keep costs low.

Cons:

- General concerns about cost.



Above: Existing conditions at the 3rd Avenue crossing of K Ave. The landscaped median could be modified to allow passage of bicyclists only, similar to the conceptual example shown below,



The improved crossing of K Ave at 3rd Ave should be designed to preserve most of the existing palm trees. Concept source: https://ruraldesignguide.com/mixed-traffic/bicycle-boulevard



PROGRAM RECOMMENDATIONS

Education, encouragement, enforcement, and promotional programs will help improve safety and accessibility for residents, as they learn how to safely travel along sidewalks, trails, and bikeways.

MEDIA CAMPAIGN

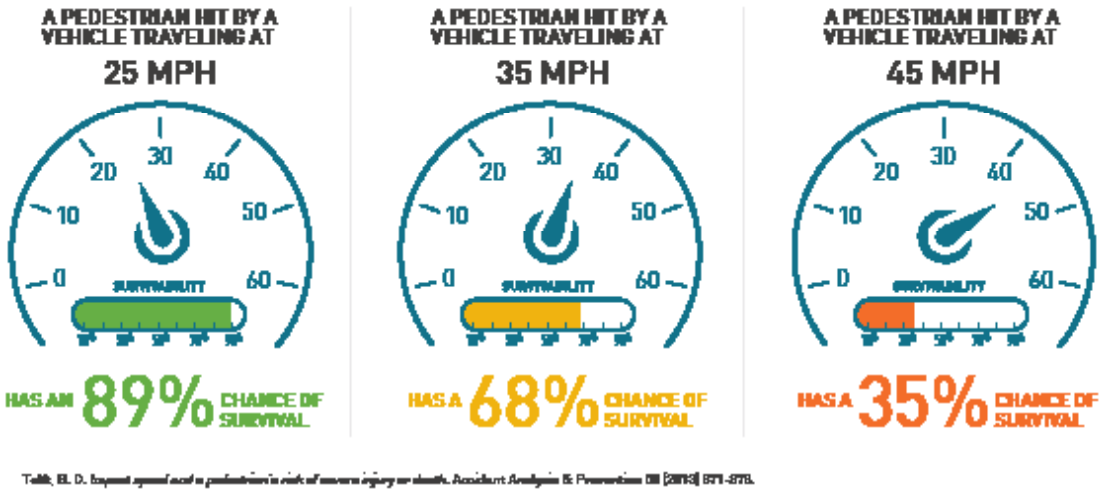
Watch for Me NC is an ongoing statewide grant program administered by the NCDOT, aimed at reducing the number of bicyclists and pedestrians hit and injured in crashes with vehicles. The Town may participate by downloading materials and information that may be used right away. The Town could also apply when the Call for Participants is issued, typically in February of each year. See the website for contact information and notice of the annual program opening: **https://www.watchformenc.org/**

Kure Beach also has access to materials and outreach assistance through the WMPO for a regional program called *Be a Looker.* Materials may be requested through the Go Coast, which provides alternative and sustainable transportation options to those who live, work, and play in the Cape Fear Region: **https://www.gocoastnc.org/bealooker/**



Speed Limit Reduction & Traffic Calming

Lowering speed limits has enormous safety benefits for all users, by lowering both the rate and severity of crashes, especially for pedestrians, as shown below. **Public feedback during this planning process showed support for reducing the posted speed limit on Ft. Fisher Blvd to 25 MPH, as it is in the rest of Town. Additionally, a significant portion of Kure Beach residents are elderly, with slower reaction times, putting them at greater risk.**



HIKE & BIKE MAP

One of the most effective ways of encouraging people to walk more often or to ride a bicycle is through the use of maps and guides to show where you can walk and bike, and to guide people to enjoyable routes and destinations. The Town of Kure Beach currently has a beach access map posted on the Town website, but a complete map of recommended walking and biking routes would be an excellent resource for tourists and longtime residents alike.

These maps can be designed so that a portion of the map is devoted to bicycle and pedestrian safety education, such as informational graphics that demonstrate bicycle hand signals and how to share the road and the trail safely. The map should be made available online and printed as needed to be actively distributed to residents and visitors.

Kure Beach should consider working directly with Carolina Beach to create a whole island system map, especially since most people walking and biking in the area will not distinguish between the two towns.



Small towns in North Carolina are promoting walking and bicycling with maps that show bicycle and pedestrian facilities, highlighting destinations, and providing tips for safer walking and bicycling. Examples on this page from Columbia, NC.

NORTH CAROLINA'S YEAR OF THE TRAIL: 2023

On August 18, 2021 the NC Legislature declared 2023 North Carolina Year of the Trail, highlighting an opportunity to showcase, promote, and celebrate our state's extensive trail systems. The event organizer, the Great Trails State Coalition, envisions a future where each of NC's 100 counties enjoys the proven benefits of trails, including the health and safety of our citizens, tourism and economic development, transportation, and the environment.

This statewide campaign will reach all communities and potential visitors with the message of how and where to experience the trails across the state.

The Town of Kure Beach should seek out opportunities to be involved in the Year of the Trail in 2023. Planning efforts are already underway as of early 2022. Kure Beach could host an event to build support for trails proposed in this plan, with a focus on the East Coast Greenway.

Visit the Great Trails State Coalition website to learn more about key aspects of the Year of the Trail, such as:

- Public Engagement
- Media Attention
- Educational Tracks
- Legislative Connections

https://greattrailsnc.org/year-of-the-trail/

IMPLEMENTATION ACTION STEPS

The action steps draw from the opportunities shown in this document. These should be guiding steps for the Town of Kure Beach to initiate plan implementation and to begin top projects.

TASK	DETAILS	PHASE
Adopt this plan.	Through adoption, the Plan becomes an official planning document of the Town of Kure Beach. Adoption does not commit Kure Beach to dedication of funding, but rather shows intention to support plan implementation over time. It also signals to outside funding groups that Kure Beach has undergone a successful, supported planning process, which is key to securing outside funding.	Short-term (2022)
Seek multiple funding sources and facility development options.	Project recommendations contain cost estimates and potential funding opportunities are listed at the end of this report. Key funding partners could include NCDOT, WMPO, and NC State Parks' NC Trails program (the East Coast Greenway is an official state trail that is designated in Kure Beach). Non-profit partnership should also be established with the East Coast Greenway Alliance, as a resource for potential trail funding partnerships and grant opportunities. Coordination and approval for lease and use of property from the Department of Defense at Military Ocean Terminal Sunny Point (MOTSU) is required for several trail recommendations in this plan, as outlined in project cut sheets.	Short-term/ Ongoing (2022)
Complete top priority projects.	10 key projects are recommended in this plan. Aim to complete 2-3 top projects in the next 2-5 years.	Ongoing (2022-2027)
Develop a long- term funding strategy	To allow continued development of the project recommendations, capital funds for bicycle and pedestrian facility construction should be set aside every year. Aim for a minimum of 20% of the base costs for the priority project(s) in order to at least have a match for outside resources. Funding for an ongoing maintenance program should also be included in operating budgets.	Short-term/ Ongoing (2022-)
Coordinate road resurfacing schedule with projects that could be furthered with resurfacing projects.	Resurfacing is a very important part of implementing bike facilities and comes at very little cost. If possible, coordinate installation of new pavement markings with the resurfacing schedule to save on costs (such as crosswalk and crossbike recommendations).	Short-term/ Ongoing (2022-)
Launch new programs.	New programs should be launched to complement infrastructure improvements, as described in this document.	Ongoing (2023-)
Seek designation as a Bicycle-Friendly Community & Walk-Friendly Community.	The development and implementation of this plan is an essential first step toward becoming a designated Bicycle-Friendly and Walk-Friendly Community. With progress on these recommendations, Kure Beach should be in a position to apply for and receive recognition by 2026. See the League of American Bicyclists website - https://www.bikeleague.org/community and the Walk Friendly Community program website - http://walkfriendly.org/ for further information.	Mid- to Long-term (2026-)
Plan Update	This plan should be updated by 2030 (about eight years from adoption). If many of the recommendations have been completed by then, a new set of priorities should be established. If not, a new implementation strategy should be established.	Long-Term (2030)

DESIGN GUIDELINE RESOURCES

OVERVIEW

This toolbox presents guidance for local agency staff, elected officials and community advocates to create a more walkable and bicycle-friendly community for people of all ages and abilities. Planners and project designers should refer to these guidelines in developing the infrastructure projects recommended by this plan, but they should not be used as the sole reference for any detailed engineering design.

As a starting point, the following list of resources are from the NCDOT website for "Bicycle & Pedestrian Project Development & Design Guidance", located here (resources listed are linked through this page; Last retrieved in December 2021): **https://connect.ncdot.gov/projects/BikePed/Pages/Guidance.aspx**

NORTH CAROLINA GUIDELINES

North Carolina Department of Transportation (NCDOT):

- WalkBikeNC: Statewide Pedestrian & Bicycle Plan
- Glossary of North Carolina Terminology for Active Transportation
- NCDOT Complete Streets: This policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The link below is a landing page with resources such as the Complete Streets policy, the Implementation Guide, Evaluation Methodology, Flowchart, FAQs, and more. **https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx**
- Evaluating Temporary Accommodations for Pedestrians
- NC Local Programs Handbook
- Traditional Neighborhood Development Guidelines

Greenway Construction Standards:

- Greenway Standards Summary Memo
- Design Issues Summary
- Greenway Design Guidelines Value Engineering Report
- Summary of Recommendations
- Minimum Pavement Design Recommendations for Greenways
- Steps to Construct a Greenway or Shared-Use Trail

NATIONAL GUIDELINES

Rails-to-Trails Conservancy:

- General Design Guidance: **https://www.railstotrails.org/build-trails/trail-building-toolbox/**
- Rails-with-Trails: **https://www.railsto-trails.org/resource-library/resources/americas-rails-with-trails/**
- American Association of State Highway and Transportation Officials (AASHTO):
- Guide for the Development of Bicycle Facilities
- Guide for the Planning, Design, and Operation of Pedestrian Facilities

The Federal Highway Administration (FHWA):

- Accessibility Guidance
- Design Guidance
- Facility Design
- Facility Operations

Manual on Uniform Traffic Control Devices (MUTCD):

- Part 4E: Pedestrian Control Features
- Part 7: Traffic Controls for School Areas
- Part 9: Traffic Controls for Bicycle Facilities

National Association of City Transportation Officials (NACTO):

- Urban Bikeway Design Guide
- Urban Street Design Guide

Safe Routes to School (SRTS) Non-Infrastructure:

- National Center for Safe Routes to School
- National Partnership for Safe Routes to School

US Access board:

- ABA Accessibility Standards
- ADA Accessibility Guidelines
- ADA Accessibility Standards
- Public Rights-of-Way, Streets & Sidewalks, and Shared Use Paths

Additional FHWA resources not currently linked through the main NCDOT link above:

- Achieving Multimodal Networks (2016): **https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/**
- Small Town and Rural Multimodal Networks Design Guide (2017)
- Main Guide: **https://ruraldesign-guide.com/**
- Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018): **https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf**

PROJECT BENEFIT RESOURCES

THE VALUE OF WALKABLE AND BICYCLE-FRIENDLY COMMUNITIES

Increased rates of bicycling and walking will help to improve people's health and fitness, improve livability of our communities, enhance environmental conditions, decrease traffic congestion, and contribute to a greater sense of community.

Scores of studies from the fields of public health, urban planning, urban ecology, real estate, tourism, and transportation have demonstrated the value of supporting bicycling and walking. Communities across the United States and throughout the world are investing in improvements for bicycling, walking, and trails. They do this because of their obligations to promote health, safety and welfare, and also because of the growing awareness of the many benefits outlined in the studies listed below.

TRAILS RESEARCH SEARCHABLE BENEFITS LIBRARY

Headwaters Economics compiled 120 studies on the impacts of trails in a single library, searchable by type of benefit, use, year, and region. Findings include:

- Trails can generate business impacts and create new jobs by attracting visitors, especially overnight visitors.
- Local trail users often use community trails multiple times per week, and trails are a valuable part of residents' quality of life.
- Trails are often associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy.
- Trails are associated with increased physical activity and improved public health, especially in rural places without other safe places to exercise.

https://headwaterseconomics.org/economic-development/trails-pathways/trails-research/

BIKES IN BEDS: HOW TO MAXIMIZE BICYCLE TOURISM

A 2015 report in Haywood County, NC that details economic impact of bicycle tourists. While focusing on Haywood County, this study provides an overview of bicycle tourism opportunities for other NC communities as well.

https://www.adventurecycling.org/sites/default/assets/File/Travel_Initiatives/Bicycle%20Tourism%20Webpages/2015_Bikes-in-Beds_WNCBikeTourism-FINAL-LowResolution.pdf

WALKBIKENC

WalkBikeNC (North Carolina's Statewide Bicycle and Pedestrian Plan) is a blueprint for improving walking and bicycling for North Carolina communities. Here you will find further information on the benefits of walking and bicycling and the five 'pillars' - health, safety, economy, mobility, and the environment.

https://www.ncdot.gov/bikeped/walkbikenc

PATHWAYS TO PROSPERITY

A older, but relevant report on the economic impacts of investments in bicycle facilities by the Institute for Transportation Research & Education (focused on NC's coastal region).

http://headwaterseconomics.org/wp-content/uploads/Trail_Study_7-pathways-to-prosperity-bicycle-facilities.pdf

WALKING THE WALK: HOW WALKABILITY RAISES HOME VALUES IN U.S. CITIES

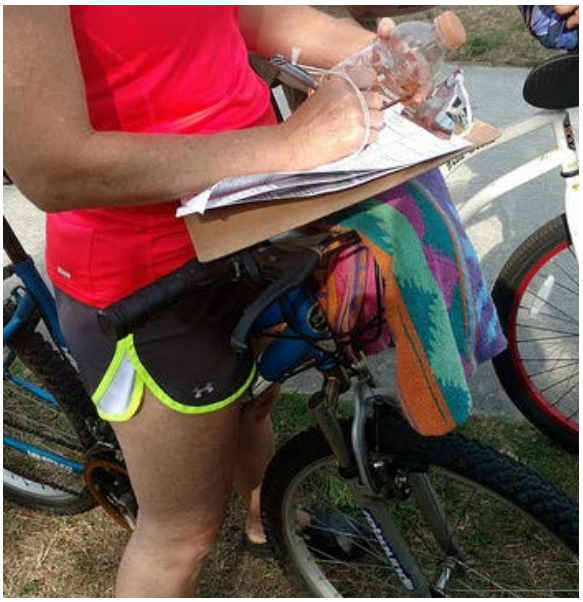
This report, by CEO's for Cities, which looked at 94,000 real estate transactions in 15 markets, found that in 13 of those markets, higher levels of "walkability" were directly linked to higher home values.

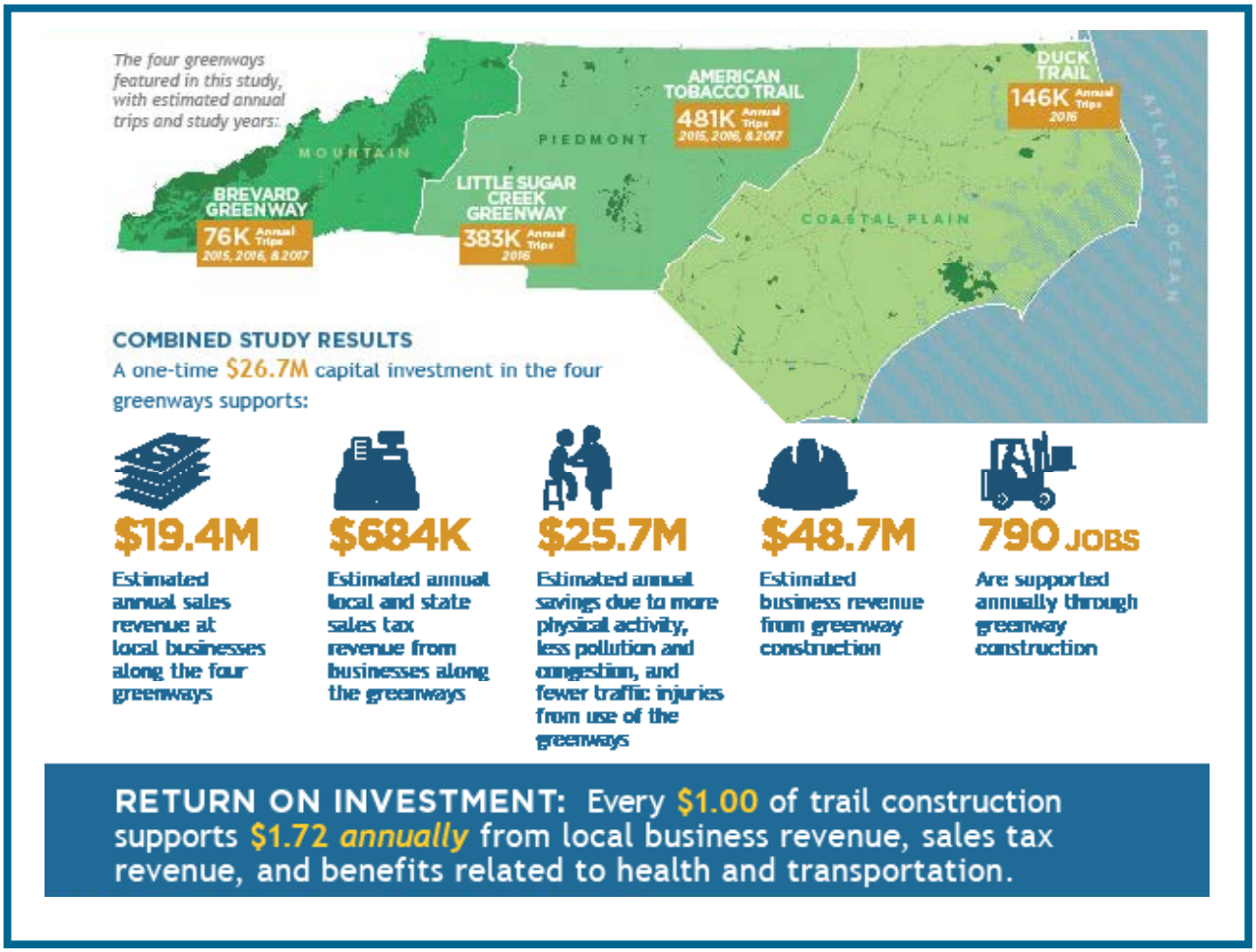
https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf

EVALUATING THE ECONOMIC CONTRIBUTION OF SHARED USE PATHS IN NC

Shared use paths, also known as greenways, provide a shared space for bicycle and pedestrian travel outside of the roadway. This project's objective was to design and test an approach for measuring the economic contributions of greenways in North Carolina. The study found that, on average, every $1.00 of trail construction in North Carolina supports $1.72 annually from local business revenue, sales tax revenue, and benefits related to health and transportation.

For more information: https://itre.ncsu.edu/focus/bike-ped/sup-economic-impacts/





Excerpt from the Executive Summary for "Evaluating the Economic Contribution of Shared Use Paths in NC".

FUNDING RESOURCES

OVERVIEW

When considering possible funding sources for bicycle, pedestrian, and trail projects, it is important to remember that not all construction activities or programs will be accomplished with a single funding source. It will be necessary to use several sources of funding that together will support full project completion. Funding sources can be used for a variety of activities, including: programs, planning, design, implementation, and maintenance. This appendix outlines the most likely sources of funding from the federal, state, and local government levels as well as from the private and nonprofit sectors. Note that this reflects the funding available at the time of writing. Funding amounts, cycles, and the programs themselves may change over time.

FEDERAL FUNDING SOURCES

Federal funding is typically directed through state agencies to local governments either in the form of formula funds or discretionary grants. Federal funding typically requires a local match of five percent to 50 percent, but there are sometimes exceptions. The following is a list of possible Federal funding sources that could be used to support the construction of trail facilities.

THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The following is a preliminary summary of how IIJA may affect funding sources related to bicycle, pedestrian, and trail infrastructure based on what is known at the time this plan was written (early 2022).

FORMULA FUNDS (STATE DOTs ADMINISTER TO LOCALS):

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) will increase from $850 million to $1.44 billion per year. This is the largest dedicated source of funds for walking and biking projects in the US and it just got 70% bigger. The North Carolina Department of Transportation (NCDOT) administers this funding for rural areas of the state that do not have a metropolitan planning organization. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) administers Transportation Alternatives Program funding on a competitive basis to local jurisdictions in its region.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) Will increase by 10% to $13.2B. This program funds interchange improvements, local transit operations, and bike and pedestrian infrastructure to help meet the National Ambient Air Quality Standard in non-attainment areas; the WMPO, however, is *not* eligible for CMAQ funds.

States where more than 15% of all fatalities involve cyclists or pedestrians (Vulnerable Road Users or VRU), will be required to spend 15% of their ***HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)*** funding on bicycle/pedestrian projects. This includes North Carolina, where about 15% of all fatalities involve VRUs. Projects are evaluated, prioritized, and selected at the NCDOT district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.

Every state and MPO will be required to use at least 2.5% of its apportioned funding to develop planning documents that can include but are not limited to, Complete Streets standards, a Complete Streets prioritization plan, multimodal corridor studies, or active transportation plans (among other uses).

DISCRETIONARY GRANTS (US DOT ADMINISTERS TO LOCALS):

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE). In the first RAISE grant cycle, nearly one in five funded grant applications involved trail development. In addition, the selection committee awarded another 21% of funding to projects focused on making roads safer for vulnerable road users like cyclists and pedestrians. Projects such as the Carolina Beach Greenwy extension will compete well for the RAISE program with its focus on connecting people to local and regional destinations.

Under the Infrastructure Investment and Jobs Act (IIJA), the RAISE grant program will have $7.5 billion available over the next five years. Competitive applications to this program have the following in common:

1. The project can demonstrate broad community support and is a recognized local or regional priority.
2. The project explicitly considers how it will address climate change and racial equity.
3. The project documents direct and significantly favorable local or regional impact relative to the scoring criteria:
    - Safety
    - Environmental Sustainability
    - Quality of Life
    - Economic Competitiveness
    - State of Good Repair
    - Innovation
    - Partnership
4. The project has a high benefit to cost ratio.
5. The project demonstrates readiness by providing a detailed scope of work and budget, a realistic project delivery schedule, an understanding of the environmental risks, permit requirements, and mitigation measures, and is within the public right-of-way.
6. A United States Senator or Congress member actively champions the project.

For more information on RAISE program guidelines and upcoming Notice of Funding Opportunities, see: **www.transportation.gov/RAISEgrants**

HEALTHY STREETS PROGRAM (new): $500 million federal grant program to fund projects that address urban heat island effect, to include porous pavement changes and improvements to the tree canopy, especially along pedestrian walkways and public transit stops.

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (new): Local, regional, state, and tribal governments can apply to the program to receive funding for active transportation projects and planning grants that build upon a local/regional/state network or network spine. The projects and planning efforts have to account for safety and facilitate more people walking and biking.

SAFE STREETS AND ROADS FOR ALL (new): $6 billion federal grant program to fund Vision Zero plans, infrastructure, and programs.
US DOT is developing grant program guidelines and will publish Notices of Funding Opportunities (NOFO) as they become available for each of the programs above.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) BIKE/PED SCOPING GUIDE

In January 2020, NCDOT released the Transportation Alternatives Program (TAP) Bike/Ped Scoping Guide. This document provides detail and guidance on the Project Delivery Process and important elements to consider in bike/ped project development.

For more information: https://connect.ncdot.gov/projects/BikePed/Documents/BikePed%20Project%20Scoping%20Guidance%20for%20Local%20Governments.pdf

STBGP-DA & TASA-DA FUNDS

The Surface Transportation Block Grant Program Direct Attributable (STBGP-DA) and Transportation Alternative Set Aside Direct Attributable (TASA-DA) are federal funding sources distributed by the WMPO. Member jurisdictions of the WMPO are eligible to apply for these funds through a competitive funding process that prioritizes locally administered projects in the Region. These projects are funded using the federal funding sources directly attributed to the region with a minimum 20% local match.

For more information: https://www.wmpo.org/stp-datap-da/

OTHER FEDERAL FUNDING SOURCES

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

SRTS enables and encourages children to walk and bike to school. The program helps make walking and bicycling to school a safe and more appealing method of transportation for children. SRTS facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Most of the types of eligible SRTS projects include sidewalks or shared use paths. However, intersection improvements (i.e. signalization, marking/upgrading crosswalks, etc.), on-street bicycle facilities (bike lanes, wide paved shoulders, etc.) or off-street shared use paths are also eligible for SRTS funds.

The North Carolina Department of Transportation's Safe Routes to School (SRTS) Program was established in 2005 through SAFETEA-LU as a federally funded program to provide an opportunity for communities to improve conditions for bicycling and walking to school. It is currently supported with Transportation Alternatives federal funding through the Surface Transportation Block Grant program established under the FAST Act. The SRTS Program has set aside $1,500,000 per year of Transportation Alternative Program (TAP) funds for non-infrastructure programs and activities over a three-year period. Funding requests may range from a yearly amount of $50,000 to $100,000 per project. Projects can be one to three years in length. Funding may be requested to support activities for community-wide, regional or statewide programs. Check the link below for information on the current funding cycle.

For more information: https://connect.ncdot.gov/projects/BikePed/Pages/Non-Infrastructure-Alternatives-Program.aspx

FEDERAL TRANSIT ADMINISTRATION ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

This program can be used for capital expenses that support transportation to meet the special needs of older adults and persons with disabilities, including providing access to an eligible public transportation facility when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

For more information: https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP)

The FLTP funds projects that improve transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), U.S. Fish and Wildlife Service (FWS), USDA Forest Service, Bureau of Land Management (BLM), U.S. Army Corps of Engineers, Bureau of Reclamation, and independent Federal agencies with land and natural resource management responsibilities. FLTP funds are available for program administration, transportation planning, research, engineering, rehabilitation, construction, and restoration of Federal Lands

Transportation Facilities. Transportation projects that are on the public network that provide access to, adjacent to, or through Federal lands are also eligible for funding. Under the IIJA, $2.2 billion has been allocated to the program for FY 2022-2026.

For more information: https://flh.fhwa.dot.gov/programs/fltp/documents/FAST%20FLTP%20 fact%20sheet.pdf

FEDERAL LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund (LWCF) has historically been a primary funding source of the U.S. Department of the Interior for outdoor recreation development and land acquisition by local governments and state agencies. In North Carolina, the program is administered by the Department of Environment and Natural Resources.

Since 1965, the LWCF program has built a park legacy for present and future generations. In North Carolina alone, the LWCF program has provided more than $75 million in matching grants to protect land and support more than 875 state and local park projects. More than 38,500 acres have been acquired with LWCF assistance to establish a park legacy in our state. As of August 2020, the LWCF is now permanently funded by the federal government for $900 million every year. This is hundreds of millions more per year than the fund typically receives.

For more information: https://www.ncparks.gov/more-about-us/grants/lwcf-grants

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program that provides technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program only provides planning assistance; there are no implementation funds available. Projects are prioritized for assistance based on criteria, including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. Project applicants may be state and local agencies, tribes, nonprofit organizations, or citizen groups. National parks and other federal agencies may apply in partnership with other local organizations. This program may benefit trail development in North Carolina indirectly through technical assistance, particularly for community organizations, but is not a capital funding source.

For more information: https://www.nps.gov/orgs/rtca/index.htm

ENVIRONMENTAL CONTAMINATION CLEANUP FUNDING SOURCES

EPA's Brownfields Program provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and leverage more resources for brownfields activities. The EPA provides assessment grants to recipients to characterize, assess, and conduct community involvement related to brownfields sites. They also provide area-wide planning grants (AWP) which provides communities with funds to research, plan, and develop implementation strategies for areas affected by one or more brownfields.

For more information: https://www.epa.gov/brownfields/types-brownfields-grant-funding

NATIONAL FISH AND WILDLIFE FOUNDATION: FIVE STAR & URBAN WATERS RESTORATION GRANT PROGRAM

The Five Star & Urban Waters Restoration Grant Program seeks to develop community capacity to sustain local natural resources for future generations by providing modest financial assistance to diverse local partnerships for wetland, riparian, forest and coastal habitat restoration, urban wildlife conservation, stormwater management as well as outreach, education and stewardship. Projects should focus on water quality, watersheds and the habitats they support. The program focuses on five priorities: on-the-ground restoration, community partnerships, environmental outreach, education and training, measurable results, and sustainability. Eligible applicants include nonprofit organizations, state government agencies, local governments,

municipal governments, tribes, and educational institutions. Projects are required to meet or exceed a 1:1 match to be competitive.

For more information: http://www.nfwf.org/fivestar/Pages/home.aspx

STATE AND STATE-ADMINISTERED FUNDING SOURCES

There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, state transportation funds cannot be used to match federally funded transportation projects, according to a law passed by the North Carolina Legislature.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) STRATEGIC TRANSPORTATION INVESTMENTS (STI)

Passed in 2013, the Strategic Transportation Investments law (STI) allows NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs. STI also establishes a way of allocating available revenues based on data-driven scoring and local input. It is used for the State Transportation Improvement Program (STIP), which identifies the transportation projects that will receive funding during a 10-year period. STIP is a state and federal requirement, which NCDOT updates it every two years.

STI's Quantitative Scoring Process

All independent bicycle and pedestrian projects are ranked based on a quantitative scoring process, with the following main steps:

- Initial Project Review (NCDOT Strategic Prioritization Office (SPOT))
- Review Projects and Data (NCDOT Integrated Mobility Division (IMD))
- Review Data (MPOs, RPOs, Divisions)
- Review Updates and Calculate Measures (NCDOT IMD)
- Score Projects (NCDOT SPOT)

Bicycle and Pedestrian Project Eligibility Requirements

- Minimum total project cost = $100,000
- Eligible costs include right-of-way, preliminary engineering, and construction
- Bicycle and pedestrian and public transportation facilities that appear in a state, regional or locally adopted transportation plan will be included as part of the proposed roadway project. NCDOT will fully fund the cost of designing, acquiring right of way, and constructing the identified facilities.

Specific Improvement Types

- Grade-Separated Bicycle Facility (Bicycle)
- Off-Road/Separated Linear Bicycle Facility (Bicycle)
- On-Road; Designated Bicycle Facility (Bicycle)
- On-Road Bicycle Facility (Bicycle)
- Multi-Site Bicycle Facility (Bicycle)
- Grade-Separated Pedestrian Facility (Pedestrian)
- Protected Linear Pedestrian Facility (Pedestrian)
- Multi-Site Pedestrian Facility (Pedestrian)
- Improved Pedestrian Facility (Pedestrian)

Bundling Projects

- Allowed across geographies and across varying project types
- Bundling will be limited by project management requirements rather than geographic limitations
- Any bundled project must be expected to be under one project manager/administrative unit (must be a TAP-eligible entity)
- Makes projects more attractive for LIPs and easier to manage/let

More Info on Prioritization 6.0:

NCDOT's Prioritization Data page has training slides that explain the prioritization process:

https://connect.ncdot.gov/projects/planning/Prioritization%20Data/Forms/AllItems.aspx

See the "Prioritization Training" folder and the following session information within:

» Session 3: Detailed information on overall scoring components, including local input points.
» Session 4: Features relevant project funding information, and
» Session 7: Detailed slides explaining the bicycle and pedestrian project scoring

High Impact/Low Cost Funds

Established by NCDOT in 2017 to provide funds to complete low-cost projects with high impacts to the transportation system including intersection improvement projects, minor widening projects, and operational improvement projects. Funds are allocated equally to each Division.

Project Selection Criteria

Each Division is responsible for selecting their own scoring criteria for determining projects funded in this program. At a minimum, Divisions must consider all of the following in developing scoring formulas:

» The average daily traffic volume of a roadway and whether the proposed project will generate additional traffic.
» Any restrictions on a roadway.
» Any safety issues with a roadway.
» The condition of the lanes, shoulders, and pavement on a roadway.
» The site distance and radius of any intersection on a roadway.
» $1.5M max per project unless otherwise approved by the Secretary of Transportation
» Projects are expected to be under contract within 12 months of funding approval by BOT

NCDOT Technical Review & Approval

» Division Engineer completes project scoring and determines eligibility.
» Division Engineer determines projects to be funded and requests approval of funding from the Chief Engineer. Division Engineer shall supply all necessary project information including funding request forms, project designs and cost estimates.
» The Project Review Committee will make a recommendation for further investigation or to include on the Board Agenda for action by the Secretary, NCDOT.

INCIDENTAL PROJECTS

Bicycle and Pedestrian accommodations such as; bike lanes, wide paved shoulders, sidewalks, intersection improvements, bicycle and pedestrian safe bridge design, etc. are frequently included as "incidental" features of larger highway/roadway projects.

In addition, bicycle safe drainage grates and handicapped accessible sidewalk ramps are now a standard feature of all NCDOT highway construction. Most pedestrian safety accommodations built by NCDOT are included as part of scheduled highway improvement projects funded with a combination of federal and state roadway construction funds.

"Incidental Projects" are often constructed as part of a larger transportation project, when they are justified by local plans that show these improvements as part of a larger, multi-modal transportation system. Having a local bicycle or pedestrian plan is important, because it allows NCDOT to identify where bike and pedestrian improvements are needed, and can be included as part of highway or street improvement projects. It also helps local government identify what their priorities are and how they might be able to pay for these projects. Under the updated NCDOT Complete Streets Policy, NCDOT pays the full cost for incidental projects if the project is proposed in a locally adopted plan (see link to updated NCDOT Complete Streets Policy below).

For more information: https://connect.ncdot.gov/projects/BikePed/Documents/Complete%20Streets%20Implementation%20Guide.pdf

NC HIGHWAY SAFETY IMPROVEMENT PROGRAM

The purpose of the North Carolina Highway Safety Improvement Program (HSIP) is to provide a continuous and systematic process that identifies reviews and addresses specific traffic safety concerns throughout the state. The program is structured in several distinct phases:

- A system of safety warrants is developed to identify locations that are possibly deficient.
- Locations that meet warrant criteria are categorized as potentially hazardous (PH) locations.
- Detailed crash analyses are performed on the PH locations with the more severe and correctable crash patterns.
- The Regional Traffic Engineering staff performs engineering field investigations.
- The Regional Traffic Engineering staff utilizes Benefit: Cost studies and other tools to develop safety recommendations.
- Depending on the cost and nature of the countermeasures, the investigations may result in requesting Division maintenance forces to make adjustments or repairs, developing Spot Safety projects, developing Hazard Elimination projects, making adjustments to current TIP project plans or utilizing other funding sources to initiate countermeasures.
- Selected projects are evaluated to determine the effectiveness of countermeasures.

The ultimate goal of the HSIP is to reduce the number of traffic crashes, injuries and fatalities by reducing the potential for and the severity of these incidents on public roadways.

For more information: https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-program-and-Projects.aspx

HIGHWAY HAZARD ELIMINATION PROGRAM

The Hazard Elimination Program is used to develop larger improvement projects to address safety and potential safety issues. The program is funded with 90 percent federal funds and 10 percent state funds. The cost of Hazard Elimination Program projects typically ranges between $400,000 and $1 million. A Safety Oversight Committee (SOC) reviews and recommends Hazard Elimination projects to the Board of Transportation (BOT) for approval and funding. These projects are prioritized for funding according to a safety benefit to cost (B/C) ratio, with the safety benefit being based on crash reduction. Once approved and funded by the BOT, these projects become part of the department's State Transportation Improvement Program (STIP).

GOVERNOR'S HIGHWAY SAFETY PROGRAM

The Governor's Highway Safety Program (GHSP) funds safety improvement projects on state highways throughout North Carolina. All funding is performance-based. Substantial progress in reducing crashes, injuries, and fatalities is required as a condition of continued funding. Permitted safety projects include checking station equipment, traffic safety equipment, and BikeSafe NC equipment. However, funding is not allowed for speed display signs. This funding source is considered to be "seed money" to get programs started. The grantee is expected to provide a portion of the project costs and is expected to continue the program after GHSP funding ends. Applications must include county level crash data. Local governments, including county governments and municipal governments, are eligible to apply.

For more information: https://www.ncdot.gov/initiatives-policies/safety/ghsp/Pages/default.aspx

THE NORTH CAROLINA DIVISION OF PARKS AND RECREATION - RECREATIONAL TRAILS PROGRAM GRANT

Funding from the federal Recreational Trails Program (RTP), which is used for renovating or constructing trails and greenways, is allocated to states. The North Carolina Division of Parks and Recreation and the State Trails Program manages these funds with a goal of helping citizens, organizations and agencies plan, develop and manage all types of trails ranging from greenways and trails for hiking, biking, and horseback riding to river trails and off-highway vehicle trails. Grants are available to governmental agencies and nonprofit organizations. The maximum grant amount is $250,000 and requires a 25% match of RTP funds received. Permissible uses include:

- New trail or greenway construction
- Trail or greenway renovation
- Approved trail or greenway facilities
- Trail head/ trail markers
- Purchase of tools to construct and/or renovate trails/greenways
- Land acquisition for trail purposes
- Planning, legal, environmental, and permitting costs - up to 10% of grant amount
- Combination of the above

For more information: http://www.ncparks.gov/more-about-us/grants/trail-grants/recreational-trails-program

NC PARKS AND RECREATION TRUST FUND (PARTF)

The Parks and Recreation Trust Fund (PARTF) provides dollar-for-dollar matching grants to local governments for parks and recreational projects to serve the general public. Counties, incorporated municipalities, and public authorities, as defined by G.S. 159-7, are eligible applicants. A local government can request a maximum of $500,000 with each application. An applicant must match the grant dollar-for-dollar, 50 percent of the total cost of the project, and may contribute more than 50 percent. The appraised value of land to be donated to the applicant can be used as part of the match. The value of in-kind services, such as volunteer work, cannot be used as part of the match. Property acquired with PARTF funds must be dedicated for public recreational use.

For more information: https://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/parks-and-recreation-trust-fund

CLEAN WATER MANAGEMENT TRUST FUND

The Clean Water Management Trust Fund (CWMTF) is available to any state agency, local government, or non-profit organization whose primary purpose is the conservation, preservation, and restoration of North Carolina's environmental and natural resources. Grant assistance is provided to conservation projects that:

- enhance or restore degraded waters;
- protect unpolluted waters, and/or
- contribute toward a network of riparian buffers and greenways for environmental, educational, and recreational benefits;
- provide buffers around military bases to protect the military mission;
- acquire land that represents the ecological diversity of North Carolina; and
- acquire land that contributes to the development of a balanced State program of historic properties.

For more information: http://www.cwmtf.net/#appmain.htm

URBAN AND COMMUNITY FORESTRY GRANT

The North Carolina Division of Forest Resources Urban and Community Forestry grant can provide funding for a variety of projects that will help plan and establish street trees as well as trees for urban open space. The goal is to improve public understanding of the benefits of preserving existing tree cover in communities and assist local governments with projects which will lead to more effective and efficient management of urban and community forests.

For more information: https://www.ncforestservice.gov/Urban/urban_grant_program.htm

LOCAL FUNDING SOURCES

Local governments often plan for the funding of bicycle and pedestrian infrastructure or improvements through development of Capital Improvement Projects (CIP) or occasionally, through their annual Operating Budgets. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows decision-makers to balance all capital needs. Typical capital funding mechanisms include the capital reserve fund, taxes, fees, and bonds. However, many will require specific local action as a means of establishing a program if it is not already in place.

PRIVATE AND NONPROFIT FUNDING SOURCES

Many communities have solicited funding assistance from private foundations and other conservation-minded benefactors. Below are examples of private funding opportunities.

RAILS-TO-TRAILS CONSERVANCY

Under the Doppelt Family Trail Development Fund, RTC will award approximately $85,000 per year, distributed among several qualifying projects, through a competitive process. Eligible applicants include nonprofit organizations and state, regional, and local government agencies. Two types of grants are available - community support grants and project transformation grants. Around three to four community support grants are awarded each year, ranging from $5,000-$10,000 each. Community Support Grants support nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts

off the ground. Each year, 1-2 Project Transformation Grants area awarded that range from $15,000-$50,000. The intention of these grants is to enable an organization to complete a significant trail development or improvement project. For both types of grants, applications for projects on rail-trails and rails-with-trails are given preference, but rail-trail designation is not a requirement. The trail must serve multiple user types, such as bicycling, walking, and hiking, and must be considered a trail, greenway, or shared use path.

For more information: http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/

NATIONAL FISH AND WILDLIFE FOUNDATION (NFWF)

The National Fish and Wildlife Foundation (NFWF) is a private, nonprofit, tax-exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants, and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.

The Foundation provides grants through more than 70 diverse conservation grant programs. One of the most relevant programs for bicycle and pedestrian projects is Acres for America. Funding priorities include conservation of bird, fish, plants and wildlife habitats, providing access for people to enjoy outdoors, and connecting existing protected lands. Federal, state, and local government agencies, educational institutions, Native American tribes, and non-profit organizations may apply twice annually for matching grants. Due to the competitive nature of grant funding for Acres for America, all awarded grants require a minimum 1:1 match.

For more information: http://www.nfwf.org/whatwedo/grants/Pages/home.aspx

THE TRUST FOR PUBLIC LAND

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the TPL is the only national non-profit working exclusively to protect land for human enjoyment and well-being. TPL helps acquire land and transfer it to public agencies, land trusts, or other groups that intend to conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities.

For more information: http://www.tpl.org

LAND FOR TOMORROW CAMPAIGN

Land for Tomorrow is a diverse partnership of businesses, conservationists, farmers, environmental groups, health professionals, and community groups committed to securing support from the public and General Assembly for protecting land, water, and historic places. Land for Tomorrow works to enable North Carolina to reach a goal of ensuring that working farms and forests, sanctuaries for wildlife, land bordering streams, parks, and greenways, land that helps strengthen communities and promotes job growth, and historic downtowns and neighborhoods will be there to enhance the quality of life for generations to come.

For more information: http://www.land4tomorrow.org/

THE CONSERVATION ALLIANCE

The Conservation Alliance is a nonprofit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. Grants are typically about $35,000 each. Funding criteria states that:

- The project should seek to secure lasting and quantifiable protection of a specific wild land or waterway. We prioritize landscape-scale projects that have a clear benefit for habitat.
- The campaign should engage grassroots citizen action in support of the conservation effort. We do not fund general education, restoration, stewardship, or scientific research projects.
- All projects must have a clear recreational benefit.

For more information: http://www.conservationalliance.com/grants//?yearly=2020

BLUE CROSS BLUE SHIELD (BCBS) OF NORTH CAROLINA FOUNDATION

BCBS does not have a traditional grant cycle and announces grant opportunities on a periodic basis. Grants can range from small-dollar equipment grants to large, multi-year partnerships.

For more information: http://www.bcbsncfoundation.org/grants-programs/grantmaking-overview/

DUKE ENERGY FOUNDATION

Funded by Duke Energy shareholders, this foundation makes charitable grants to nonprofit organizations and government agencies. Grant applicants must serve communities that are also served by Duke Energy. The grant program has several investment priorities that could potentially fund bicycle and pedestrian projects. The Duke Energy Foundation is committed to making strategic investments to build powerful communities where nature and wildlife thrive, students can excel and a talented workforce drives economic prosperity for all.

For more information: https://www.duke-energy.com/community/duke-energy-foundation

Z. SMITH REYNOLDS FOUNDATION

This Winston-Salem-based Foundation is committed to improving the quality of life for all North Carolinians. The Z. Smith Reynolds Foundation is a statewide, private, family foundation that has been a catalyst for positive change in North Carolina for more than 80 years. A variety of grant programs are available.

For more information: http://www.zsr.org/grants-programs

BANK OF AMERICA CHARITABLE FOUNDATION

The Bank of America Charitable Foundation supports a wide range of activities, including a focus on community greening efforts that create healthy neighborhoods and environmental sustainability through the preservation, creation or restoration of open space, parks and community gardens.

For more information: https://about.bankofamerica.com/en-us/global-impact/charitable-foundation-funding.html

LOCAL TRAIL SPONSORS

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Local governments typically create funds to facilitate and simplify a transaction from a corporation's donation to the given locality. Donations are mainly received when a widely supported capital improvement program is implemented.

PRIVATE INDIVIDUAL DONATIONS

Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Local governments typically create funds to facilitate and simplify a transaction from an individual's donation to the given locality. Donations are mainly received when a widely supported capital improvement program is implemented.

FUNDRAISING/CAMPAIGN DRIVES

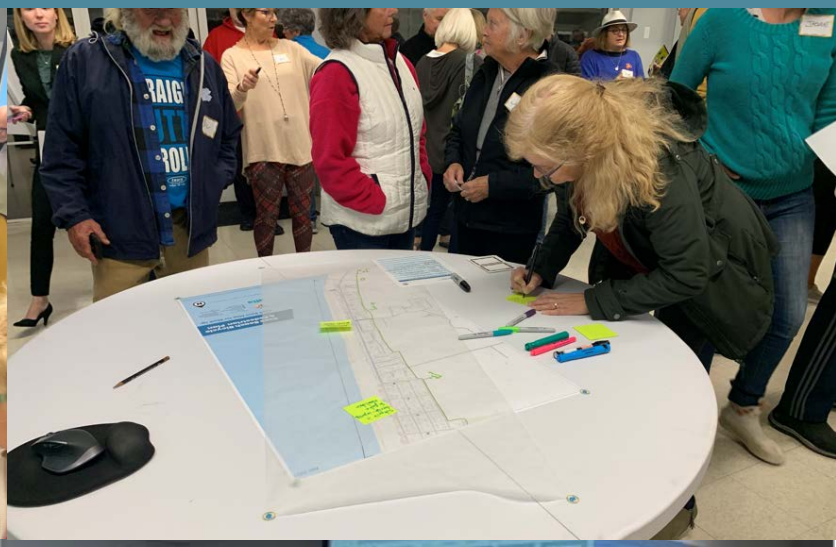
Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Often times fundraising satisfies the need for public awareness, public education, and financial support.

VOLUNTEER WORK

It is expected that many citizens will be excited about the development of a greenway corridor. Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs.

Appendix: Public Engagement Overview









PUBLIC ENGAGEMENT OVERVIEW

CHARRETTE

Two public open houses were held at the Kure Beach Community Center in late autumn 2021. The first open house on the evening of November 30 was attended by over 70 community members, who were invited to give feedback on existing conditions for walking and biking in Kure Beach. Large-format maps were set up on tables, and attendees were encouraged to use markers and post-its to mark up the maps. There was no formal presentation, but town staff and Alta team members were available to answer questions and clarify the comment process.

The comments received at the first open house event informed the next day's work for the Alta team, who prepared a set of ten proposed projects designed to improve walking and biking in Kure Beach. Posters of each of these potential projects were presented for public feedback at the second public open house on the evening of December 2. This second event had a similar structure to the first, with no formal presentation but with ample opportunity for attendees to write, draw, and otherwise communicate their feedback on the potential projects to Town staff and to Alta. This second event was attended by over 50 people. The valuable feedback received at these events is summarized on pages 55-57.



Photos pg. 48-50: *Public workshop attendees talk to each other about existing conditions in Kure Beach and about proposed improvements. Also shown are marked-up maps used for feedback.*





KURE BEACH BICYCLE AND PEDESTRIAN PLAN SURVEY

The 9-question survey was posted on the Kure Beach Town website and received 444 total responses between January 7 and January 25, 2022. The survey included a link to the initial recommendations maps (included in this plan on pages 6-7) for reference purposes.

The survey solicited opinions on general walking and biking conditions in Kure Beach, and also asked respondents to rank the ten potential projects in order of preference.

The survey also asked for some general demographic information in questions 7-9: 66% of respondents were between the ages of 51-70; 51% of respondents were female and 43% were male (about 6% preferred not to answer); and a little over 85% of respondents were white. This information is shown in the charts to the right. The rest of the results are explored in the following pages.

ANSWER CHOICES	RESPONSES	
17 or younger	0.00%	0
18-30	1.67%	7
31-50	12.86%	54
51-70	66.19%	278
71 or older	12.86%	54
Prefer not to answer	6.43%	27
TOTAL		420

Q7: What is your age?

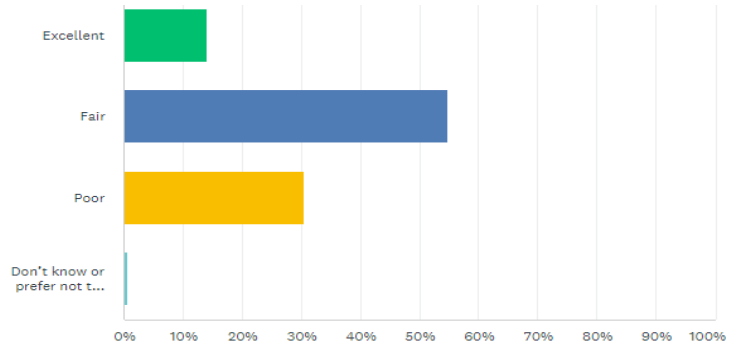
ANSWER CHOICES	RESPONSES	
Female	50.59%	214
Male	43.26%	183
Other/Prefer not to answer	6.16%	26
TOTAL		423

Q8: What is your gender?

ANSWER CHOICES	RESPONSES	
Hispanic or Latino	0.00%	0
White (Not Hispanic or Latino)	85.31%	360
Black or African American (Not Hispanic or Latino)	0.47%	2
Native Hawaiian or Pacific Islander (Not Hispanic or Latino)	0.00%	0
Asian (Not Hispanic or Latino)	0.47%	2
Native American or Alaska Native (Not Hispanic or Latino)	0.24%	1
Two or More Races (Not Hispanic or Latino)	0.47%	2
Other/Prefer not to answer	14.22%	60
Total Respondents: 422		

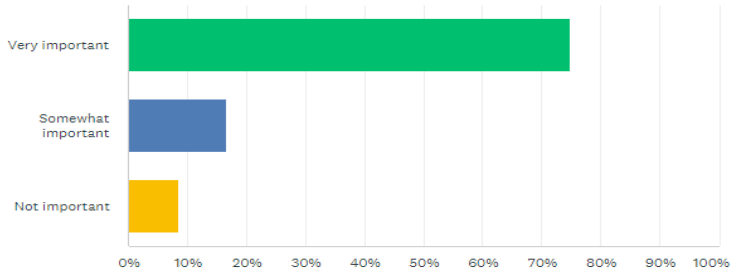
Q9: What is your race/ethnicity? (Check all that apply).

Question 1: How would you rate overall walking and biking conditions in Kure Beach? (8 respondents skipped)



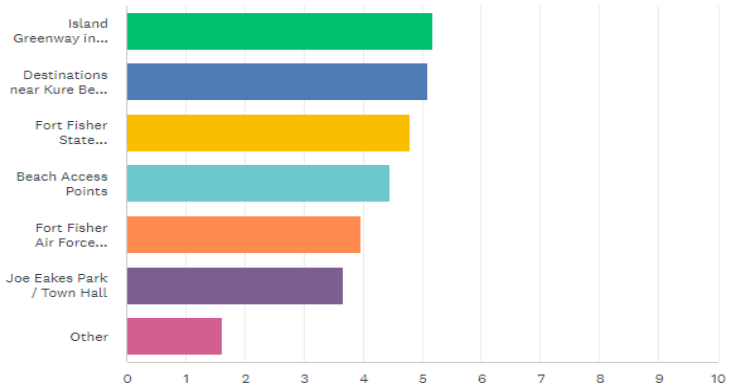
ANSWER CHOICES	RESPONSES	
Excellent	13.99%	61
Fair	54.82%	239
Poor	30.50%	133
Don't know or prefer not to answer	0.69%	3
TOTAL		436

Question 2: How important to you is the goal of improving overall walking and biking conditions in Kure Beach? (Choose one) (5 respondents skipped)



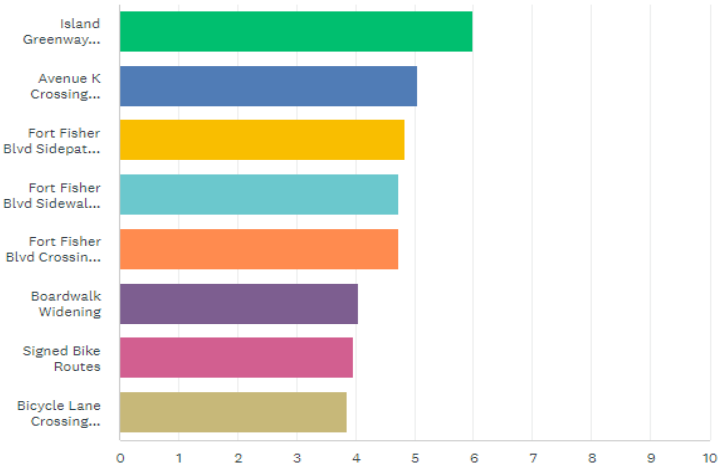
ANSWER CHOICES	RESPONSES	
Very important	74.94%	329
Somewhat important	16.63%	73
Not important	8.43%	37
TOTAL		439

Question 3: Please rank the following destinations that you would like to be able to reach safely by walking and biking (1=most important). (13 respondents skipped)



	1	2	3	4	5	6	7	TOTAL	SCORE
Island Greenway in Carolina Beach / Carolina Beach	36.73% 137	13.40% 50	18.77% 70	10.46% 39	9.38% 35	6.70% 25	4.56% 17	373	5.19
Destinations near Kure Beach Pier / Ocean Front Park	18.86% 73	27.13% 105	20.93% 81	16.80% 65	11.37% 44	4.13% 16	0.78% 3	387	5.10
Fort Fisher State Recreation Area, NC Aquarium, and Fort Fisher Ferry	24.75% 99	18.75% 75	15.25% 61	11.25% 45	15.00% 60	12.50% 50	2.50% 10	400	4.79

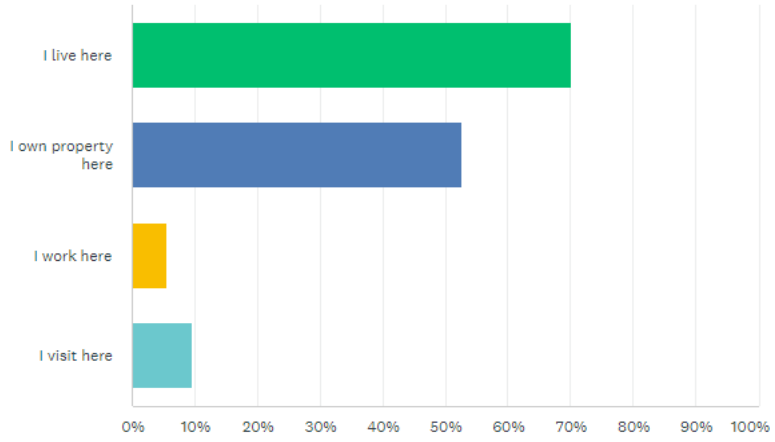
Question 4: Please rank the following proposed projects (1=most important). See these two posters for more information on potential projects. (13 respondents skipped)



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Island Greenway Extension to Town Hall at K Avenue	44.36% 169	14.96% 57	8.40% 32	7.09% 27	4.99% 19	3.41% 13	6.82% 26	9.97% 38	381	5.99
Avenue K Crossing Improvements	12.43% 46	19.19% 71	17.84% 66	9.73% 36	12.97% 48	13.51% 50	8.65% 32	5.68% 21	370	5.05
Fort Fisher Blvd Sidepath (E Ave to Fort Fisher)	16.75% 66	16.75% 66	11.68% 46	10.66% 42	12.94% 51	8.38% 33	9.14% 36	13.71% 54	394	4.84

Question 5 asked respondents to "please use this space to provide general comments about any of the proposed projects," and received 260 responses. There are some key themes among responses, such as a general desire for improved safety for those who choose to bike or walk around town. Specific comments address the need for improved crosswalks along Ft. Fisher, more dedicated bike lanes, intersection improvements (especially at Avenue K and Ft. Fisher Blvd). The possibility of the Carolina Beach Greenway extension remained slightly contentious, with Settlers Lane homeowners expressing privacy concerns, and many other residents expressing their desire for a continuation of the safe and separate facility for walking and biking that exists in Carolina Beach.

Question 6: What is your relationship to Kure Beach? (Check all that apply) (4 respondents skipped)



ANSWER CHOICES	RESPONSES	
I live here	70.23%	309
I own property here	52.73%	232
I work here	5.45%	24
I visit here	9.55%	42
Total Respondents: 440		

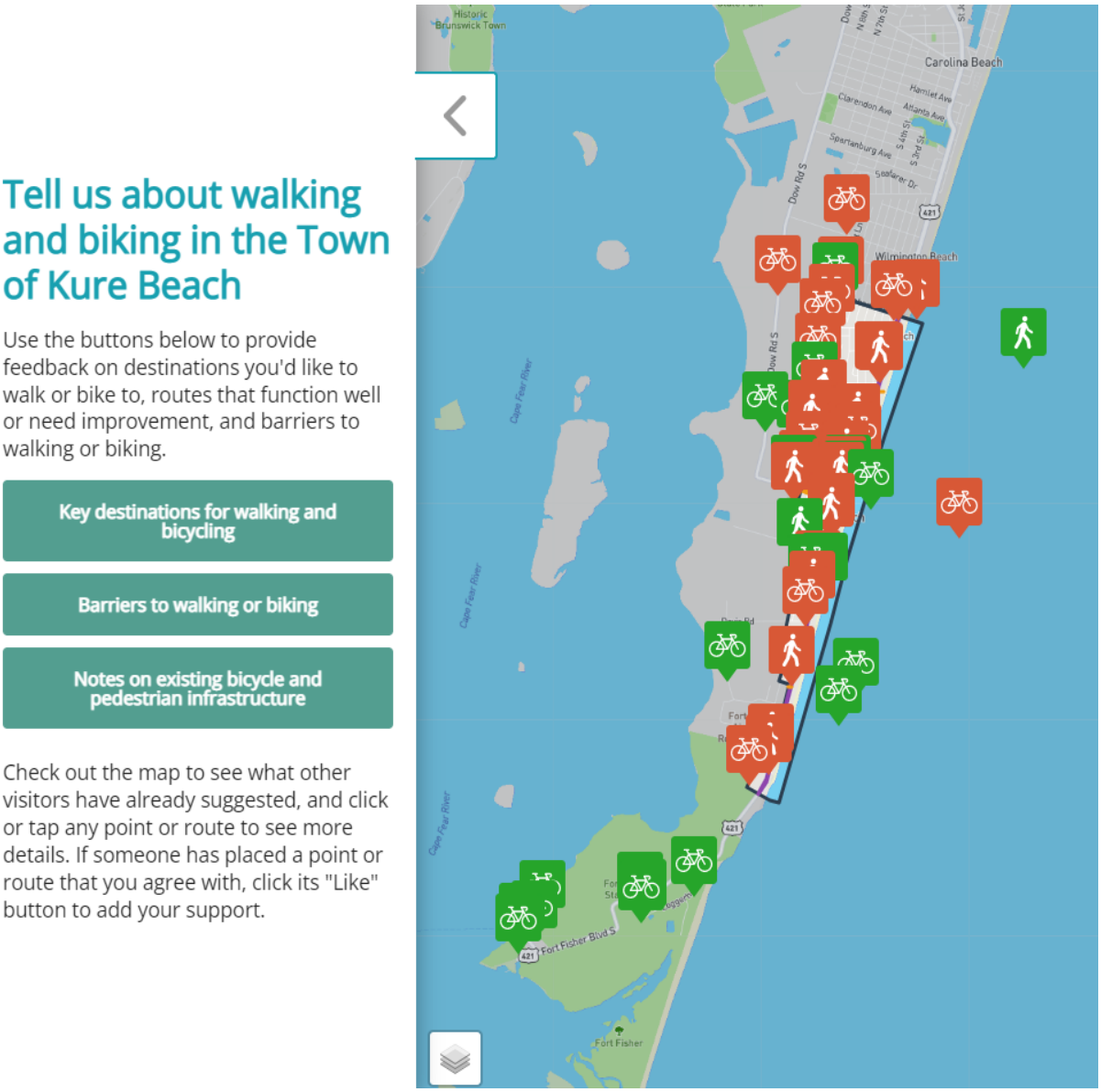
Overall, responses to the survey were fairly consistent with the views expressed at the public workshops. Kure Beach residents (& property owners) as a whole are supportive of ensuring that their town is a safe and family-friendly place to explore on foot or on bicycles, for residents and tourists alike. There is also a general recognition of the safety issues that arise when pedestrian and bike traffic is mixed with car traffic, as it currently often is on Ft. Fisher Blvd. People are also enthusiastic about the possibility of being able to reach more key destinations, such as the Pier, Fort Fisher, and the existing Island Greenway on foot or via bicycle.

ONLINE INPUT MAP

Kure Beach residents were able to access an online input map (interface shown below) to give their input on existing conditions for walking and biking in Kure Beach. Participants could place green markers indicating key destinations, red markers indicating barriers to walking and biking, or could use either color to make general notes. They could also comment on markers placed by other participants, and were able to "like" & "dislike" other people's contributions.

The input from the online map was incorporated into the initial project recommendations formulated by Alta and presented for public comment at the second public open house.

Many comments touched on the state of the sidewalk along Ft. Fisher Blvd, as well as the lack of crosswalks at many public beach access points. Another common theme was a desire to access points of interest such as Joe Eakes Park, the Pier, and Fort Fisher State Park in a safe, family-friendly way via walking and biking.



PUBLIC OPEN HOUSE COMMENTS SUMMARIZED

Project	Summary of Public Feedback To Date	
Bike Lane Intersection Crossing Markers	***Pros***	Comments received were in favor of marking bike lane crossings at intersections to improve safety in a cost-effective way.
	Cons	None received.
Greenway Extension to Settlers Lane	***Pros***	Comments in favor of the extension emphasize the need for a safe, paved connection for bicyclists and pedestrians between the greenway and Settlers Lane, provided that motorized vehicles, including golf carts, would not be allowed.
	Cons	A major concern was that the extension would put walkers and cyclists in conflict with traffic on Settlers Lane, especially during the summer.
Greenway Extension to K Avenue	***Pros***	Comments in support of the greenway extension highlight the need for a safe, designated route for walking and biking that builds from the existing Carolina Beach Island Greenway and connects pedestrians and cyclists to destinations up and down the island. The extension of the greenway would allow for greater opportunities for recreation and exercise for Kure Beach residents. Many commenters are in favor of extending the greenway even further as a connection to Fort Fisher.
	Cons	Residents have expressed concerns about safety and privacy issues if the greenway were to be extended, as well as concerns about preserving the wetlands on the land behind Settlers Lane, and whether the swampy land would even be suitable for a greenway. There is also recognition that implementation of the greenway is largely dependent on MOTSU. Additional concerns were expressed about the potential cost of the greenway extension.

Continued on next page.

Avenue K Crossing Improvements	***Pros***	Comments were supportive of improving the intersection at K Avenue and Fort Fisher Blvd in order to make it safer for pedestrians. Suggested improvements include pedestrian signals, cross-walks, and signage reminding drivers to yield to pedestrians.
	Cons	None received.
Westside Bike Connector	***Pros***	Comments in favor of the connector point to the need for a safe alternate bike route that allows cyclists to avoid biking on Fort Fisher Blvd.
	Cons	Residents opposed to the connector worry about the safety of drivers, particularly the elderly, if Settlers Lane were to be designated as a bike route. Other concerns include whether Settlers Lane is wide enough to accommodate bicycles along with existing traffic, and whether cyclists would follow traffic laws.
Fort Fisher Blvd Crossing Improvements	***Pros***	Residents are overwhelmingly in favor of increasing the amount of crosswalks at key locations along Fort Fisher Blvd, especially at public beach access points and in areas with lots of residential and commercial development. Proposed crosswalks will have flashing beacons to improve visibility.
	Cons	Safety concerns include greater risk of col-lisions between vehicles and pedestrians if crosswalks were to be placed at non-controlled intersections.
Fort Fisher Blvd Sidepath (E Ave to Fort Fisher)	***Pros***	Residents are largely in favor of improving walking and biking access to destinations in the southern part of the island. The proposed side-path along the southern stretch of Fort Fisher will help to keep pedestrians and cyclists safe by providing greater separation from fast-moving traffic. The implementation of the sidepath project will improve connectivity to and from the aquarium, state park, and other amenities, as well as Brunswick County for those who wish to travel with their bicycles on the Southport Ferry.
	Cons	Some residents question the necessity of sug-gested improvements given that the bicycle lane currently does run all the way to the ferry.

Fort Fisher Blvd Sidepath (K to E Ave Retrofit)	***Pros***	Comments are in favor of improving the sidewalk along Fort Fisher Blvd, which is currently too narrow, uneven, and frequently blocked by parking, especially during the summer months. This project would involve retrofitting the current sidewalk into a much wider sidepath, allowing for greater separation from traffic for pedestrians and cyclists. Residents also favor increased enforcement of speed limits on Fort Fisher Blvd.
	Cons	General concerns about costs relative to benefits for residents.
Boardwalk Upgrade & Widening	***Pros***	Residents reacted positively to proposals to upgrade and widen the existing boardwalk parallel to Atlantic Ave. Comments highlight the issue with cyclists entering Atlantic Avenue (and having to cross Fort Fisher to access it) and traveling the opposite direction from vehicles. Comments also address frequent crowding which occurs on Atlantic Avenue during the summer between bicycles, pedestrians, and vehicles, sometimes pushing cyclists onto the boardwalk where there is little space for them currently.
	Cons	Comments suggested that widening and upgrading the boardwalk should be less of a priority than getting bikes off of Fort Fisher Blvd.
NC State Bike Route 3 on 3rd Avenue	***Pros***	Comments highlight the need for a safe alternate bike route that allows cyclists to avoid biking on Fort Fisher Blvd. There is a significant desire to improve bicycle access to key destinations and attractions across the island. Commenters are in favor of solutions such as this one that will keep costs low.
	Cons	General concerns about cost.



Kure Beach Bicycle & Pedestrian Plan | 2022
Prepared for the Town of Kure Beach and the Wilmington Urban Area Metropolitan Planning Organization (WMPO)
Prepared by Alta Planning + Design

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION ADOPTING THE TOWN OF KURE BEACH BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Town of Kure Beach seeks to improve safety, encourage alternative forms of transportation, stimulate economic development, create opportunities for active and healthy lifestyles, enhance the overall quality of life, and improve the Town's chances to qualify for funding opportunities to design and construct bicycle and pedestrian facilities; and

WHEREAS, to assist in meeting these desired goals, the Town of Kure Beach requested the development of a comprehensive bicycle and pedestrian plan during the development of the Wilmington Urban Area Metropolitan Planning Organization's FY 2022 Unified Planning Work Program; and

WHEREAS, the planning effort began in September 2021 and included comprehensive stakeholder and public engagement, the culmination of this effort resulting in the final plan; and

WHEREAS, the plan is intended to assist the Town in guiding the policies and priorities for bicycle and pedestrian transportation investments and programs to include capital improvements, future Town Ordinance amendments, and general guidance for facility design; and

WHEREAS, the Kure Beach Town Council adopted the Town of Kure Beach Bicycle and Pedestrian Plan on May 23, 2022.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Town of Kure Beach Bicycle and Pedestrian Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

_____

David Piepmeyer, Chair

_____

Mike Kozlosky, Secretary

Bipartisan Infrastructure Bill Clears the Way for Future I-685 Interstate Designation in the Carolina Core

The Carolina Core is one step closer to adding another interstate shield to the region, thanks to language included in the Bipartisan Infrastructure Bill signed by President Joe Biden on Monday. Business and civic leaders within the region are partnering with local, state and federal officials to designate part of Highway U.S. 421 as a future interstate in an effort to further spur economic growth and make the region even more competitive on a global stage.

“This is an important step in a lengthy process to secure a game-changing future interstate designation for Highway 421 in the Carolina Core, which will not only increase our economic competitiveness, but will further enhance safety and mobility throughout the region,” said Michael Fox, President of Piedmont Triad Partnership. **“This has been a true collaborative effort with our partners from the local, state and federal levels all sharing in the vision for Future I-685 to better connect the region’s plentiful assets, including our megasites, labor markets and colleges and universities, among others. We look forward to continuing our work together to push this important initiative across the finish line.”**



Instrumental to the inclusion of this language in the federal infrastructure legislation were U.S. Senators Richard Burr and Thom Tillis. This legislation marks important progress, listing U.S. 421 from the interchange with Interstate Route 85 in Greensboro to the interchange with Interstate Route 95 in Dunn as a “High Priority Corridor.” This measure will allow the North Carolina Department of Transportation (NCDOT) to

request a future interstate designation through the Federal Highway Administration and the American Association of State Highway and Transportation Officials. If approved, NCDOT will then place signs notifying the public that I-685 is a future interstate corridor.

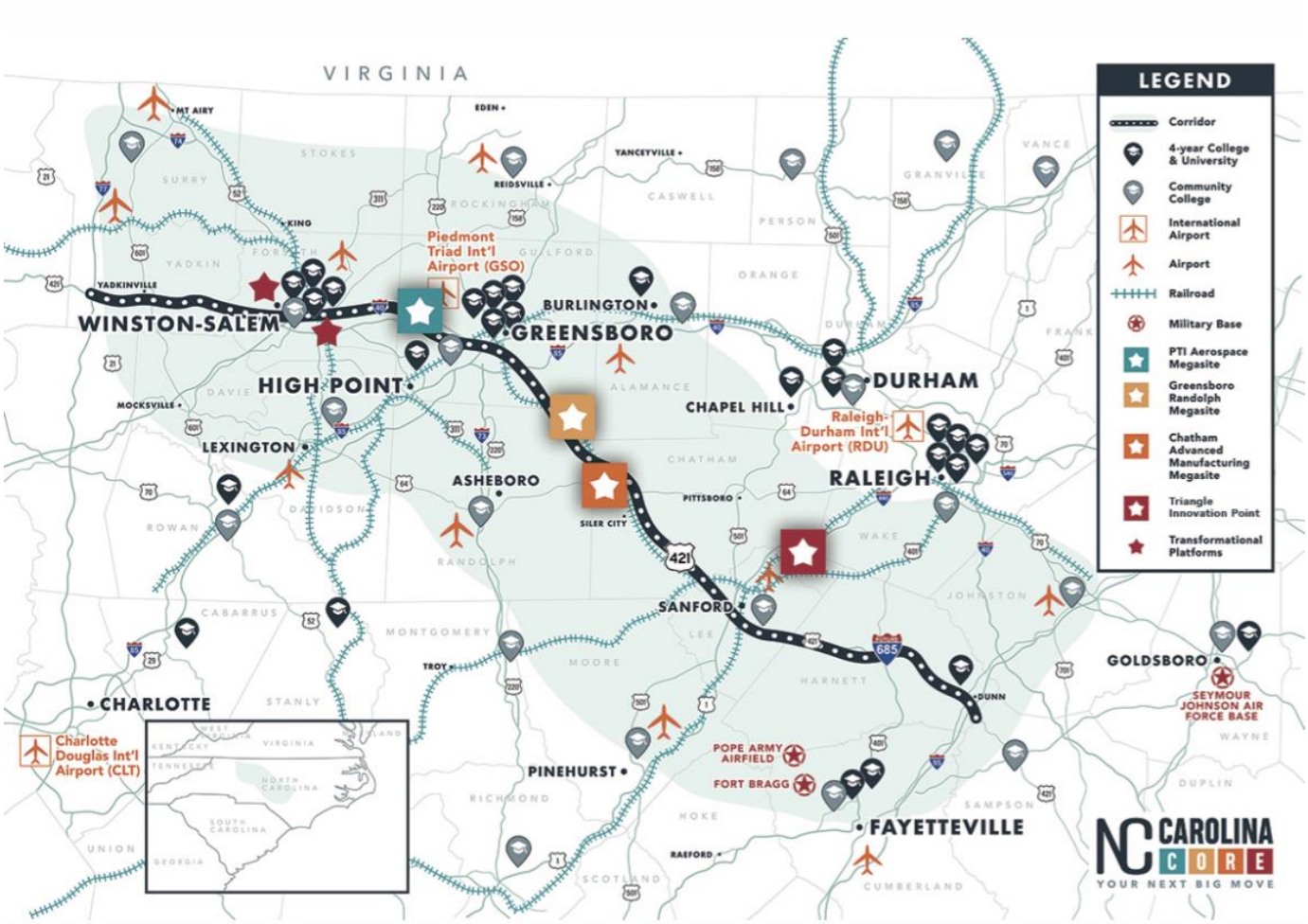
"One of the most important assets in Randolph County and the Carolina Core is our strong transportation network," said Kevin Franklin, President of Randolph County Economic Development Corporation. **"The future designation of U.S. Highway 421 as I-685 will further solidify the county and region as a destination for any business reliant on transportation and logistics. Randolph County is the proud home of the Greensboro-Randolph Megasite which is located on U.S. Highway 421. An upgrade to future I-685 status makes the site more marketable in the short term, and will better serve an end user for years into the future. Interstate access on the eastern side of Randolph County will result in additional development in the community which, in turn, will help the entire community to thrive."**

The future interstate designation is part of the Piedmont Triad Partnership's long-term strategic vision for the Carolina Core. Over the last three years, local partners have been collectively rallying behind the future interstate designation for Highway 421, which will further enhance the region's robust transportation network, while providing the vital connection of I-95 with I-40 and I-85. This designation will provide direct connections between large population centers and improve access to Fort Bragg, aiding in national defense and during natural disasters.

"Future I-685 here in central North Carolina is another reminder that we are 'the good roads state,'" said C. Michael Smith, President of Chatham Economic Development Corporation. **"We appreciate all of the support on this effort here in the Carolina Core. We look forward to continuing to build on this collaboration with our neighboring communities."**

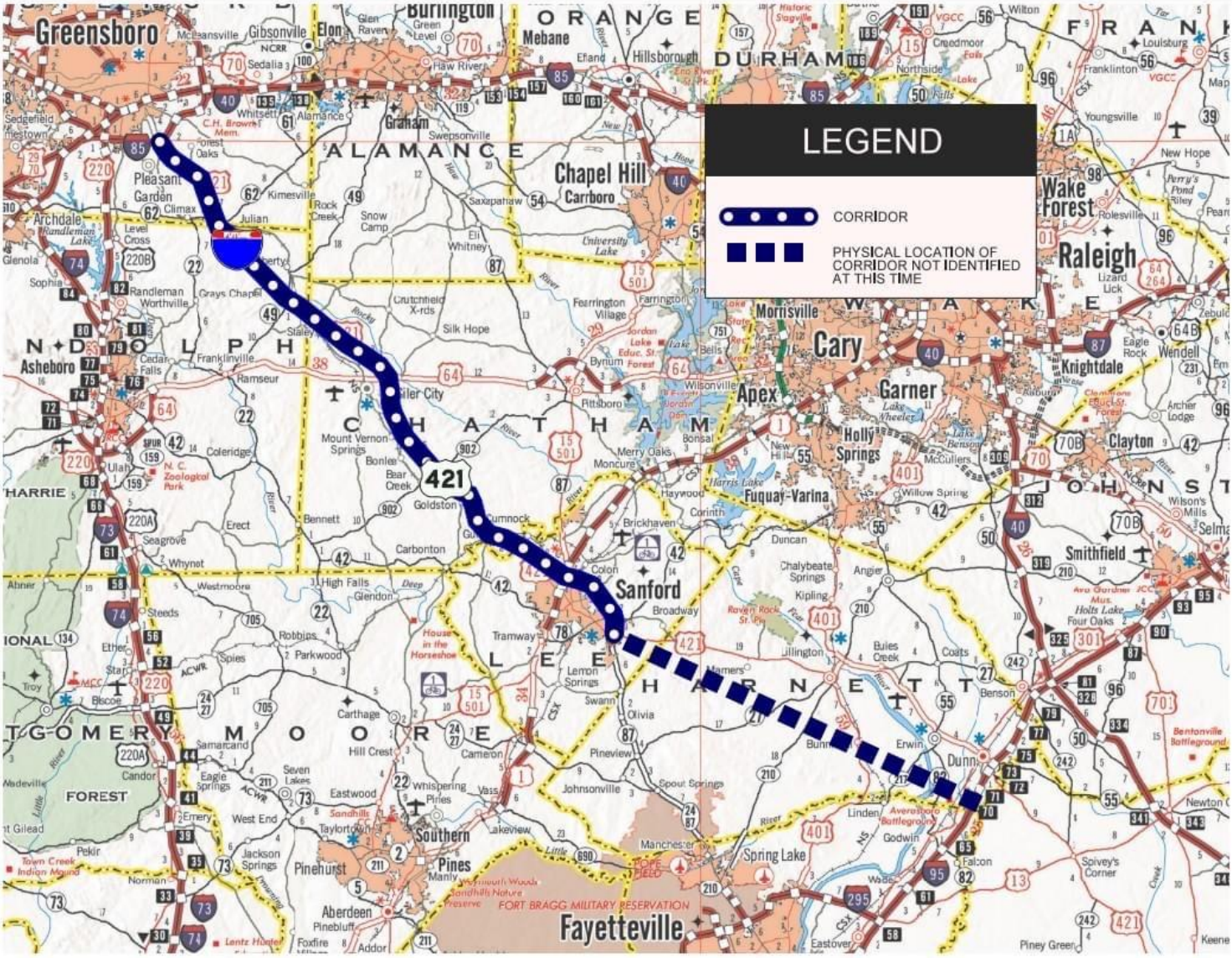
Seven counties along the route have unanimously passed resolutions of support endorsing Future I-685. The region's Metropolitan and Rural Planning Organizations have also given the green light in support of the future interstate designation.

"A critical component in Sanford and Lee County's recent economic development success has been our highly strategic location at the epicenter of an abundant and skilled labor shed encompassing both the Carolina Core and RTP region," said Jimmy Randolph, CEO of Sanford Area Growth Alliance. **"With the designation of the U.S. Highway 421 corridor as a high priority corridor in the federal infrastructure bill, our long-standing goal of interstate connectivity with both I-85 and I-95 via I-685 is one step closer to reality, further strengthening our competitiveness for both talent and supply chain partners seeking convenient access to the megasites of the Carolina Core."**



SUCCESS IN THE CORE

The Carolina Core is a region on the rise with companies across industries finding success thanks to the area's skilled talent, affordability and market access.


LEGEND
CORRIDOR
PHYSICAL LOCATION OF CORRIDOR NOT IDENTIFIED AT THIS TIME
421
Greensboro
Burlington
Mebane
Hillsborough
DURHAM
Chapel Hill
Carrboro
Pittsboro
Sanford
Fayetteville
Cary
Apex
Morrisville
Raleigh
Wake Forest
Garner
Holly Springs
Fuquay-Varina
Smithfield
Clayton
Knightdale
Wendell
Asheboro
Pinehurst
Southern Pines
Aberdeen
Spring Lake
Dunn
Erwin
Benson
Lillington
Broadway
Siler City
Graham
Pleasant Garden
Archdale
Randleman
Ramseur
Seagrove
Carthage
Robbins
Eastwood
Johnsonville
Linden
Godwin
Falcon
Wade
Eastover
Piney Green
FORT BRAGG MILITARY RESERVATION
Sandhills Nature Preserve
Town Creek Indian Mound
Averasboro Battleground
Bentonville Battleground

Notice.
Public comment.

"(A) notice of the proposed waiver;

"(B) an opportunity for comment on the proposed waiver; and

"(C) the reasons for the proposed waiver.

"(2) REPORT.—Not less frequently than annually, the Secretary shall submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the waivers provided under this section.".

State listing.

SEC. 11514. HIGH PRIORITY CORRIDORS ON THE NATIONAL HIGHWAY SYSTEM.

(a) HIGH PRIORITY CORRIDORS.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2032; 133 Stat. 3018) is amended—

(1) by striking paragraph (84) and inserting the following:

"(84) The Central Texas Corridor, including the route—

"(A) commencing in the vicinity of Texas Highway 338 in Odessa, Texas, running eastward generally following Interstate Route 20, connecting to Texas Highway 158 in the vicinity of Midland, Texas, then following Texas Highway 158 eastward to United States Route 87 and then following United States Route 87 southeastward, passing in the vicinity of San Angelo, Texas, and connecting to United States Route 190 in the vicinity of Brady, Texas;

"(B) commencing at the intersection of Interstate Route 10 and United States Route 190 in Pecos County, Texas, and following United States Route 190 to Brady, Texas;

"(C) following portions of United States Route 190 eastward, passing in the vicinity of Fort Hood, Killeen, Belton, Temple, Bryan, College Station, Huntsville, Livingston, Woodville, and Jasper, to the logical terminus of Texas Highway 63 at the Sabine River Bridge at Burrs Crossing and including a loop generally encircling Bryan/College Station, Texas;

"(D) following United States Route 83 southward from the vicinity of Eden, Texas, to a logical connection to Interstate Route 10 at Junction, Texas;

"(E) following United States Route 69 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Woodville, Texas;

"(F) following United States Route 96 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Jasper, Texas; and

"(G) following United States Route 190, State Highway 305, and United States Route 385 from Interstate Route 10 in Pecos County, Texas, to Interstate 20 at Odessa, Texas."; and

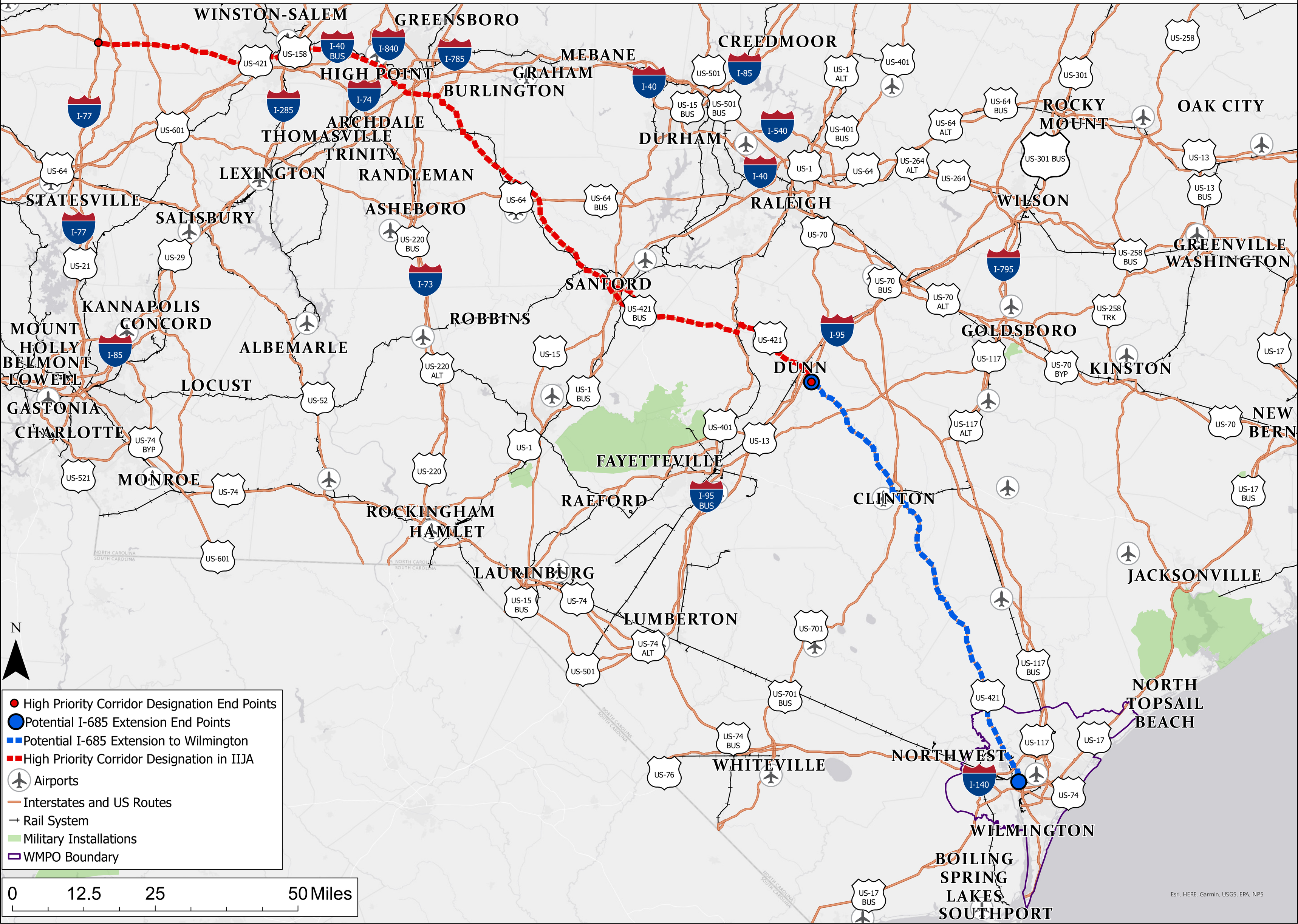
(2) by adding at the end the following:

"(92) United States Route 421 from the interchange with Interstate Route 85 in Greensboro, North Carolina, to the interchange with Interstate Route 95 in Dunn, North Carolina.

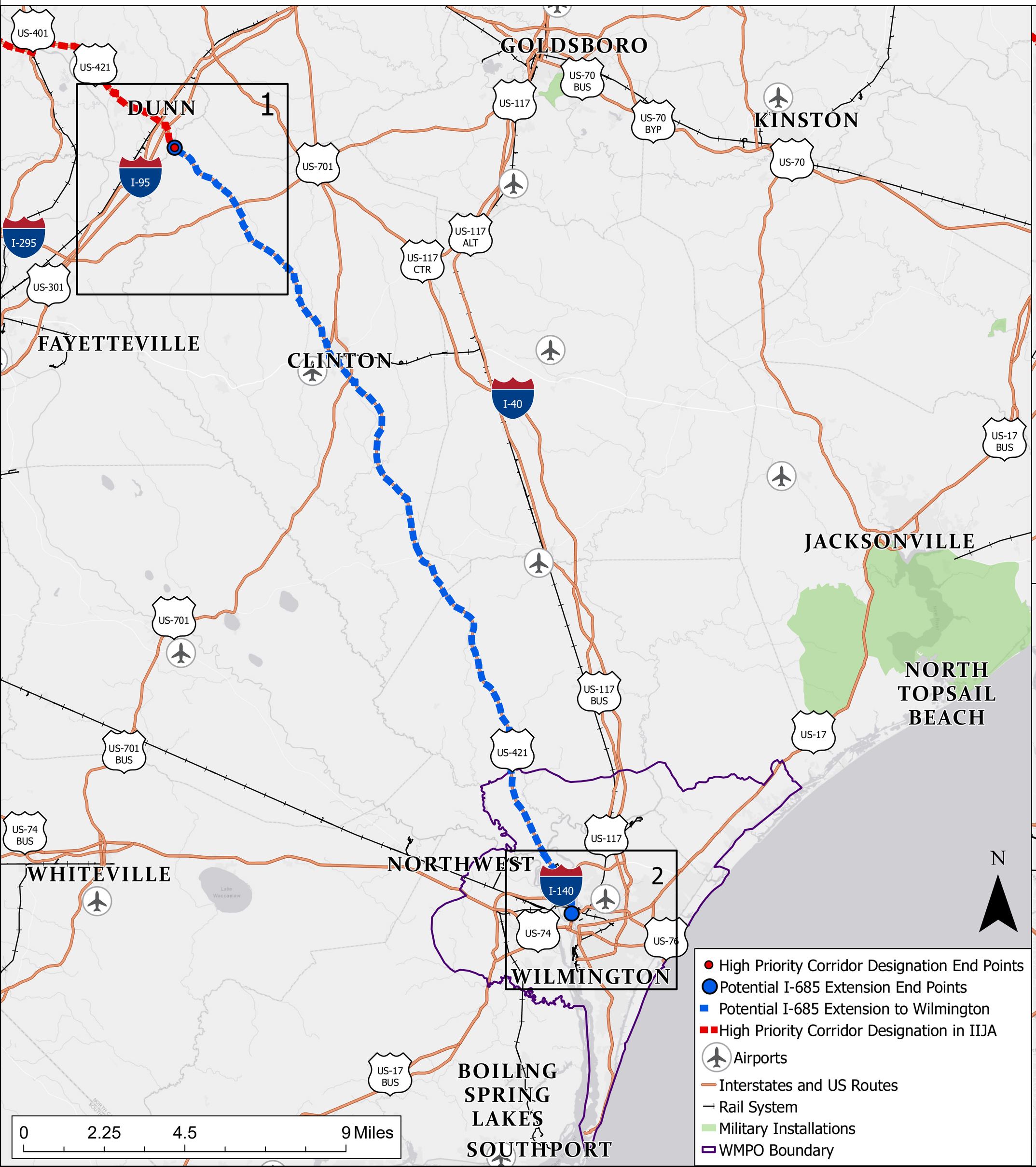
"(93) The South Mississippi Corridor from the Louisiana and Mississippi border near Natchez, Mississippi, to Gulfport, Mississippi, shall generally follow—

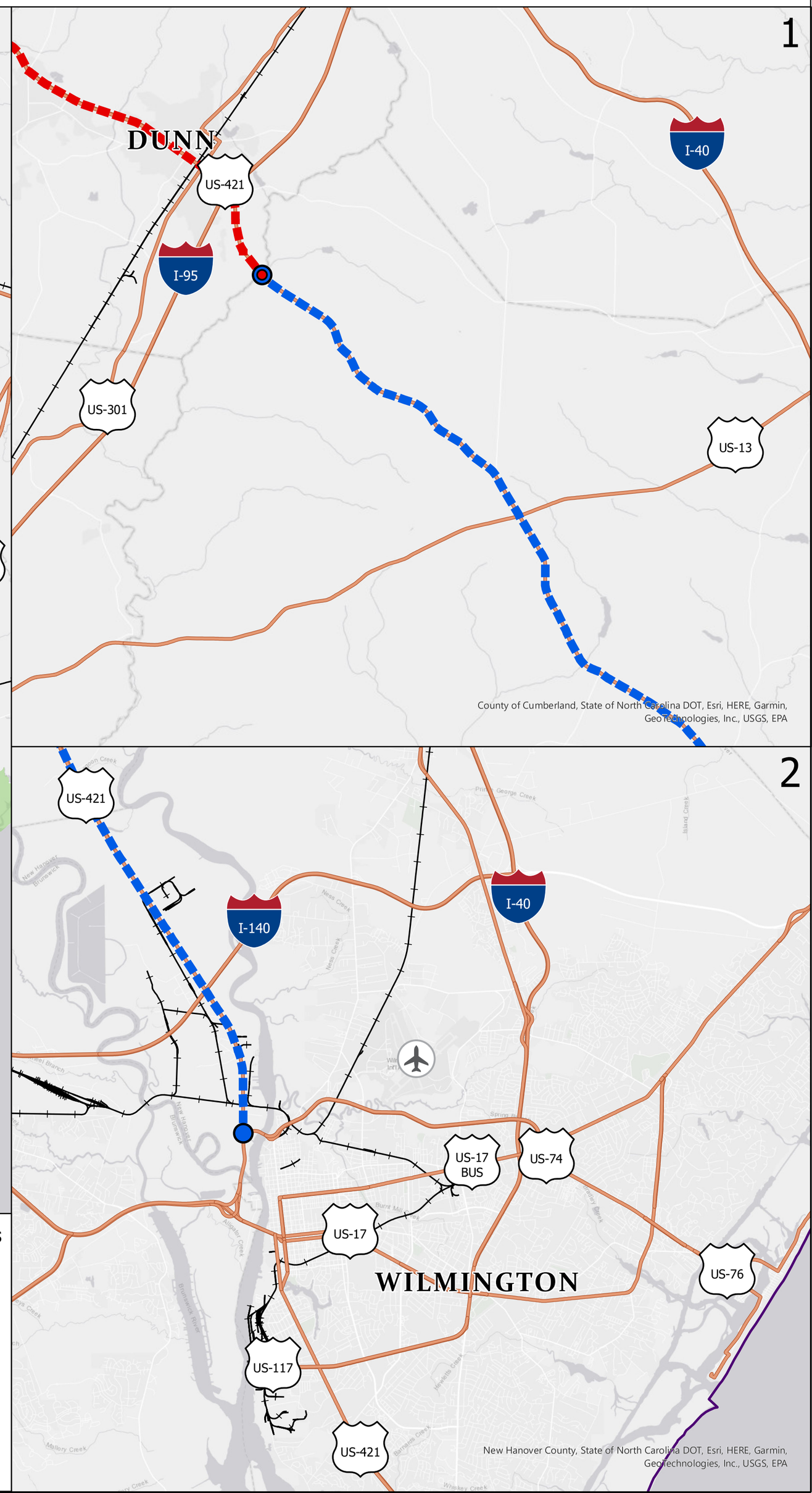
"(A) United States Route 84 from the Louisiana border at the Mississippi River passing in the vicinity of Natchez,

Future I-685 Priority Corridor and Potential Extension to Wilmington



Potential I-685 Extension between Dunn and Wilmington





WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD

RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION EXPLORE EXTENDING INTERSTATE-685 FROM DUNN TO WILMINGTON IN NORTH CAROLINA

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

WHEREAS, local, state, and federal officials are partnering to designate parts of Highway US 421 as a future interstate; and

WHEREAS, the federal Infrastructure Investment and Jobs Act (IIJA) listed US 421 from the Interchange with Interstate Route 85 in Greensboro to the interchange with Interstate Route 95 in Dunn as a "High Priority Corridor;" and

WHEREAS,; this measure will allow the North Carolina Department of Transportation to request a future interstate designation through the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO); and

WHEREAS, if approved, the route between Greensboro and Dunn in North Carolina would be designated Interstate 685; and

WHEREAS, US Highway 421 extends from Dunn to Wilmington in North Carolina; and

WHEREAS, the extension of Interstate 685 to Wilmington, North Carolina would connect larger population centers, enhance economic development opportunities, provide an important connection to the Port of Wilmington, improve access between military installations, and provide for an improved evacuation route.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests the North Carolina Department of Transportation explore extending Interstate 685 from Dunn to Wilmington in North Carolina.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 29, 2022.

_____

David Piepmeyer, Chair

_____

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-6
(May 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* EB-5600	- WILMINGTON URBAN AREA	SR 1219 (SOUTH 17TH STREET), HARBOUR DRIVE TO	ENGINEERING	FY 2022 -	$120,000	(BGANY)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE		FY 2022 -	$30,000	(L)
PROJ.CATEGORY		PATH.	RIGHT-OF-WAY	FY 2024 -	$24,000	(BGANY)
DIVISION		***AT THE REQUEST OF THE MPO, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 24 AND CONSTRUCTION FROM FY 22 TO FY 24.***		FY 2024 -	$6,000	(L)
			CONSTRUCTION	FY 2024 -	$590,000	(BGANY)
				FY 2024 -	$148,000	(L)
					$918,000	
* EB-6025	- WILMINGTON URBAN AREA	RICE HOPE MULTI USE PATH, MULTI USE PATH ALONG	CONSTRUCTION	FY 2022 -	$134,000	(BGDA)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	NC 133 BETWEEN MORECAMBLE BOULEVARD AND		FY 2022 -	$33,000	(L)
PROJ.CATEGORY		RICE HOPE RUN IN BELVILLE.			$167,000	
DIVISION		***AT THE REQUEST OF THE MUNICIPALITY, REMOVE RIGHT-OF-WAY PREVIOUSLY PROGRAMMED IN FY 22.***				
* EB-6026	- WILMINGTON URBAN AREA	BELVILLE ELEMENTARY MULTI USE PATH, MULTI USE	CONSTRUCTION	FY 2022 -	$94,000	(TADA)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	PATH ALONG NC 133 CONNECTING NORTH AND		FY 2022 -	$24,000	(L)
PROJ.CATEGORY		SOUTH ENTRANCES OF HAWKESWATER			$118,000	
DIVISION		DEVELOPMENT TO BELVILLE ELEMENTARY SCHOOL.				
		AT THE REQUEST OF THE MUNICIPALITY, REMOVE RIGHT-OF-WAY PREVIOUSLY PROGRAMMED IN FY 22.				
EB-6039	- WILMINGTON URBAN AREA	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG	CONSTRUCTION	FY 2023 -	$398,000	(BGDA)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE		FY 2023 -	$100,000	(L)
PROJ.CATEGORY		PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA			$498,000	
DIVISION		BEACH.				
		TO MATCH SCHEDULE PROVIDED BY THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 22 TO FY 23.				

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-6
(May 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TQ-6513 NEW HANOVER **PROJ.CATEGORY** PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, PROJECT PROVIDES OPERATING SUPPORT FOR FIXED BUS ROUTE 205 LONG LEAF PARK WHICH SERVICES NOVANT HOSPITAL AND THE MEDICAL CENTER. THIS ROUTE CARRIES A HIGH CONCENTRATION OF INDIVIDUALS WITH DISABILITIES AS IDENTIFIED THROUGH AN EXTENSIVE ONBOARD SURVEY EFFORT CONDUCTED IN FY17. A SURVEY EFFORT IS SLATED FOR FY23. ***MODIFY FUNDING IN FY 23, 24 AT THE REQUEST OF THE MPO.***	OPERATIONS	FY 2023 - FY 2023 - FY 2024 - FY 2024 - $346,000	$85,000 $85,000 $88,000 $88,000	(L) (5310) (L) (5310)
TQ-7005 NEW HANOVER **PROJ.CATEGORY** PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, PROJECT IS FOR ADMINISTRATIVE SUPPORT REQUIRED TO EFFECTVELY MANAGE THE SECTION 5310 PROGRAM AND ANNUAL FUNDING ALLOCATION FROM FTA. ***MODIFY FUNDING IN FY 23, 24 AT THE REQUEST OF THE MPO.***	ADMINISTRATIVE	FY 2022 - FY 2023 - FY 2024 - $77,000	$28,000 $24,000 $25,000	(5310) (5310) (5310)
TQ-8019 NEW HANOVER **PROJ.CATEGORY** PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, MOBILITY MANAGER PROVIDES OVERSIGHT AND MANAGEMENT OF SECTION 5310 FUNDS AND ADMINISTERS THE PROGRAMS AND PROJECTS SUPPORTED BY THESE FUNDS. ***MODIFY FUNDING IN FY 23, 24 AT THE REQUEST OF THE MPO.***	CAPITAL	FY 2023 - FY 2023 - FY 2024 - FY 2024 - $150,000	$15,000 $60,000 $15,000 $60,000	(L) (5310) (L) (5310)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #22-6
(May 2022)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

TQ-9001 NEW HANOVER **PROJ.CATEGORY** PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY, PROJECTS FULFILLS THE ALLOCATION FOR NON-TRADITIONAL TRANSPORTATION PROJECTS AS DEFINED IN THE GRANT. THE PROJECT SUPPORTS THE COMMUNITY GRANT OFFERING TO NON-PROFITS AND GOVERNMENTAL ORGANIZAIONS TO REMOVE TRANSPORTATION BARRIERS AND CONNECT ELDERS AND INDIVIDUALS WITH DISABILITIES TO NEEDED RESOURCES. ***MODIFY FUNDING IN FY 23, 24 AT THE REQUEST OF THE MPO.***	CAPITAL		FY 2022 -	$88,000	(5310)
					FY 2023 -	$18,000	(L)
					FY 2023 -	$73,000	(5310)
					FY 2024 -	$20,000	(L)
					FY 2024 -	$79,000	(5310)
						$278,000	
U-6202 NEW HANOVER **PROJ.CATEGORY** DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2048 (GORDON ROAD), US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY. ***COST INCREASE EXCEEDING $2 MILLION AND 25% THRESHOLDS.***	BUILD NC ROW		FY 2022 -	$429,000	(T)
					FY 2023 -	$429,000	(T)
					FY 2024 -	$429,000	(T)
					FY 2025 -	$429,000	(T)
					FY 2026 -	$429,000	(T)
					FY 2027 -	$429,000	(T)
					FY 2028 -	$429,000	(T)
					FY 2029 -	$429,000	(T)
				AFTER	FY 2029 -	$3,003,000	(T)
			RIGHT-OF-WAY		FY 2022 -	$100,000	(T)
					FY 2023 -	$6,300,000	(T)
			UTILITIES		FY 2022 -	$2,650,000	(T)
					FY 2023 -	$2,650,000	(T)
			CONSTRUCTION		FY 2024 -	$336,000	(T)
					FY 2025 -	$12,768,000	(T)
					FY 2026 -	$12,432,000	(T)
					FY 2027 -	$8,064,000	(T)
						$51,735,000	

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM

NOTES: COSTS AND SCHEDULES ARE AS OF APRIL 25, 2022 AND ARE SUBJECT TO CHANGE. AMOUNTS SHOWN ARE PROJECT ESTIMATE AMOUNTS REMAINING. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
BRUNSWICK	BELVILLE ELEMENTARY MULTI USE PATH	MULTI USE PATH ALONG NC 133 CONNECTING NORTH AND SOUTH ENTRANCES OF HAWKESWATER DEVELOPMENT TO BELVILLE ELEMENTARY SCHOOL.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6026	DIVISION 3	L, TADA	2022	$3,000			2022	$118,000	2020	$30,000	$151,000	
BRUNSWICK	RICE HOPE MULTI USE PATH	MULTI USE PATH ALONG NC 133 BETWEEN MORECAMBLE BOULEVARD AND RICE HOPE RUN IN BELVILLE.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6025	DIVISION 3	BGDA, L	2022	$3,000			2022	$167,000	2020	$30,000	$200,000	
BRUNSWICK	I-140	US 17 TO NORTH OF US 74. PAVEMENT REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-6036	STATEWIDE MOBILITY	NHPIM					2023	$5,500,000			$5,500,000	
BRUNSWICK	I-140/US 17 WILMINGTON BYPASS	US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY TO SR 1430 (CEDAR HILL ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633BA	PRE-STI (TRANSITION)	NHP					2014	$30,750,000			$30,750,000	COMPLETE
BRUNSWICK	NC 133	US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD). MODERNIZE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5914	DIVISION 3	T					2022	$2,428,000			$2,428,000	RIGHT-OF-WAY IN PROGRESS.
BRUNSWICK, NEW HANOVER	SOUTHPORT - FORT FISHER	CONSTRUCT MOORING FACILITIES.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5707	REGION B	T					2025	$5,000,000			$5,000,000	
BRUNSWICK, NEW HANOVER	SOUTHPORT-FORT FISHER	SOUTHPORT-FORT FISHER FERRY. CONSTRUCT RIVER CLASS FERRY.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5705	NOT FUNDED	T					NOT FUNDED	$14,000,000			$14,000,000	
BRUNSWICK, NEW HANOVER	I-140/US 17 (WILMINGTON BYPASS)	US 17 SOUTH OF NC 87 IN BRUNSWICK COUNTY TO I-40 IN NEW HANOVER COUNTY. FOUR LANE DIVIDED FREEWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633												GARVEE BOND FUNDING $31.05 M FOR SEGMENT AA; PAYBACK FY 2010-2021 - GARVEE BOND FUNDING $50 M FOR SEGMENT BA; PAYBACK FY 2014-2025 - GARVEE BOND FUNDING $100 M FOR SEGMENT BB; PAYBACK FY 2013-2024
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	IMPLEMENTATION OF INTELLIGENT TRANSPORTATION SYSTEMS (ITS).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633D	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633AA	PRE-STI (TRANSITION)	NHP					2010	$6,810,000			$6,810,000	COMPLETE
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	NC 87 SOUTH OF BISHOP TO US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633AB												COMPLETE
BRUNSWICK, NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	US 74/US 76 EAST OF MALMO IN BRUNSWICK COUNTY TO WEST OF US 421 NORTH OF WILMINGTON.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633BC												OPEN TO TRAFFIC
BRUNSWICK, NEW HANOVER	US 17/US 74/US 76	NC 133/SR 1472 (VILLAGE ROAD) INTERCHANGE TO THE US 421/NC 133 INTERCHANGE. ADD ADDITIONAL LANES ON NORTH AND SOUTHBOUND LANES AND WIDEN BRIDGE 090107 AND BRIDGE 090108.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3601	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
BRUNSWICK, NEW HANOVER, ONSLOW, PENDER, DUPLIN, SAMPSON	VARIOUS	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 3 PROJECT MITIGATION.	HIGHWAY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO, JACKSONVILLE URBAN AREA MPO, EASTERN CAROLINA RPO, MID-CAROLINA RPO	EE-4903												IN PROGRESS
COLUMBUS, ROBESON, BRUNSWICK	US 74	I-95 IN LUMBERTON TO I-140 IN WILMINGTON. INSTALL BROADBAND.	HIGHWAY	3, 6	CAPE FEAR RPO, LUMBER RIVER RPO, WILMINGTON URBAN AREA MPO	HO-0002C	STATEWIDE MOBILITY	HSIP					2021	$10,456,000			$10,456,000	LETTING TO BE COMBINED WITH R-5777D, I-5986C, HO-0002A, AND HO-0002B.
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	R-5783	DIVISION 3	S, TA					2020	$3,500,000			$3,500,000	UNDER CONSTRUCTION; "S" FUNDS REFLECT STATE HIGHWAY FUNDS
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO	W-5203												
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	HS-2003	DIVISION 3											
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703												IN PROGRESS

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5803												INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703DIV	DIVISION 3	HSIP	2022	$30,000			2022	$195,000			$225,000	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703REG	REGION B	HSIP	2022	$30,000			2022	$195,000			$225,000	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	W-5703SW	STATEWIDE MOBILITY	HSIP	2022	$40,000			2022	$260,000			$300,000	
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 3.	RAIL	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	RX-2003	DIVISION 3											PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
DUPLIN, ONSLOW, PENDER, SAMPSON, BRUNSWICK, NEW HANOVER	VARIOUS	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 3.	RAIL	3	CAPE FEAR RPO, EASTERN CAROLINA RPO, JACKSONVILLE URBAN AREA MPO, MID-CAROLINA RPO, WILMINGTON URBAN AREA MPO, GRAND STRAND AREA TRANSPORTATION STUDY	RC-2003	DIVISION 3											PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
NEW HANOVER	WILIMINGTON INTERNATION (ILM)	TAXIWAY J IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5886	NOT FUNDED	O, T					NOT FUNDED	$5,600,000			$5,600,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	EXPAND THE GENERAL AVIATION APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5795	NOT FUNDED	O, T					NOT FUNDED	$1,300,000			$1,300,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	EXPANSION OF AIR CARRIER APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5801	STATEWIDE MOBILITY	O, T					2021	$3,940,000			$3,940,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	EXTEND RUNWAY 6-24 PHASE 1	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5730	STATEWIDE MOBILITY	O, T					2028	$5,000,000			$5,000,000	
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	INCREASE WIDTH OF ALL TAXIWAYS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5796	NOT FUNDED	O, T					NOT FUNDED	$3,800,000			$3,800,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	PIPE DITCHES IN FBO #2 AREA.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5713	STATEWIDE MOBILITY											UNDER CONSTRUCTION
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	REHABILITATE GA APRON NORTH.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5702	STATEWIDE MOBILITY											UNDER CONSTRUCTION
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	TAXIWAY IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5798	STATEWIDE MOBILITY	O, T					FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,600,000			$5,600,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	UPGRADE AIRFIELD LIGHTING VAULT.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5704	STATEWIDE MOBILITY											UNDER CONSTRUCTION
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	WIDEN NORTH-SOUTH TAXIWAY SYSTEM.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5799	NOT FUNDED	O, T					NOT FUNDED	$6,500,000			$6,500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL AIRPORT (ILM)	REHABILITATE RUNWAY.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5885	NOT FUNDED	O, T					NOT FUNDED	$7,500,000			$7,500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	CAROLINA BEACH	CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6039	DIVISION 3	BGDA, L					2022	$498,000	2021	$74,000	$572,000	
NEW HANOVER	CLARENDON AVENUE	CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD).	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6029	DIVISION 3	L, TADA					2023	$645,000			$645,000	
NEW HANOVER	SR 1219 (SOUTH 17TH STREET)	HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-5600	DIVISION 3	BGANY, L	2024	$30,000			2024	$738,000	2022	$150,000	$918,000	PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY CITY OF WILMINGTON.
NEW HANOVER	SR 1403 (MIDDLE SOUND LOOP ROAD)	OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE). CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-5543	PRE-STI (TRANSITION)											UNDER CONSTRUCTION

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
NEW HANOVER	SR 1403 (MIDDLE SOUND LOOP)	CONSTRUCT MULTI-USE PATH SOUTH OF MARKET STREET FROM RED CEDAR ROAD TO EXISTING TRAIL AT CORNER OF MARKET STREET AND MIDDLE SOUND LOOP ROAD.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6027	DIVISION 3	L	2021	$500,000			2022	$1,000,000			$1,500,000	
NEW HANOVER	VARIOUS	MIDDLE SOUND LOOP CONNECTOR CONSTRUCTION AND PORTERS NECK WALMART CONNECTOR. CONSTRUCT MULTI-USE PATH.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	BL-0040	DIVISION 3	BGDA, L					2022	$692,000			$692,000	
NEW HANOVER	WILMINGTON	CONSTRUCT SIGNALIZED PEDESTRIAN CROSSING AT US 17 BUSINESS (MARKET STREET) AND 21ST STREET.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	EB-6028	DIVISION 3	L, TADA					2022	$125,000			$125,000	
NEW HANOVER	WILMINGTON	WILMINGTON RAIL TRAIL. CONSTRUCT MULTI-USE PATH FROM 3RD STREET IN DOWNTOWN WILMINGTON TO THE LOVE GROVE BRIDGE MULTI-USE PATH FACILITY.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	BL-0045	DIVISION 3	BGDACV							2022	$680,000	$680,000	
NEW HANOVER	CAROLINA BEACH	CONSTRUCT NEW TRAFFIC SIGNAL AND IMPROVE PEDESTRIAN ACCOMMODATIONS AT THE INTERSECTION OF US 421 (LAKE PARK BOULEVARD) AND HAMLET AVENUE IN CAROLINA BEACH.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6233	DIVISION 3	BGDA, S	2022	$40,000			2022	$256,000	2021	$18,000	$314,000	S FUNDS REPRESENT HIGH IMPACT LOW COST HIGHWAY FUNDS
NEW HANOVER	I-140	I-40 TO US 421. PAVEMENT REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-5760	STATEWIDE MOBILITY											COMPLETE
NEW HANOVER	I-140	OPEN GRADED FRICTION COURSE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-5760A	STATEWIDE MOBILITY											UNDER CONSTRUCTION
NEW HANOVER	I-140	US 421 TO I-40. PAVEMENT AND BRIDGE REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-6037	STATEWIDE MOBILITY	NHPIM					2028	$7,300,000			$7,300,000	
NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	US 117 TO EAST OF I-40 SOUTH OF CASTLE HAYNE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633CC												COMPLETE
NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	WEST OF NC 133 TO US 117.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633CB												COMPLETE
NEW HANOVER	I-140/US 17 WILMINGTON BYPASS	WEST OF US 421 NORTH OF WILMINGTON TO WEST OF NC 133.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633CA												COMPLETE
NEW HANOVER	LENDIRE ROAD	LENDIRE ROAD, WEST OF US 17 BUSINESS (MARKET STREET) TO US 17 BUSINESS (MARKET STREET)/SR 1403 (MIDDLE SOUND LOOP ROAD). REALIGN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4751A	STATEWIDE MOBILITY											UNDER CONSTRUCTION
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702A	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$15,148,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,379,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$16,000,000			$36,527,000	PLANNING/DESIGN IN PROGRESS. PROJECT TO BE LET WITH U-5704.
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702												
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5881	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$20,192,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$8,127,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$74,300,000			$102,619,000	PROJECT TO BE LET WITH U-5792.
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702B	NOT FUNDED	NHP	NOT FUNDED	$14,240,000	NOT FUNDED	$8,592,000	NOT FUNDED	$33,800,000			$56,632,000	
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 76 (OLEANDER DRIVE). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5704	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$21,183,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$2,422,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$14,100,000			$37,705,000	PROJECT TO BE LET WITH U-5702A.
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MULTI-LANES	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5863	NOT FUNDED	T	NOT FUNDED	$4,800,000	NOT FUNDED	$4,600,000	NOT FUNDED	$26,800,000			$36,200,000	
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5954	NOT FUNDED	T	NOT FUNDED	$721,000	NOT FUNDED	$507,000	NOT FUNDED	$3,800,000			$5,028,000	
NEW HANOVER	NEW LOCATION	FROM SR 1409 (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US 74 (EASTWOOD ROAD). ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710A	STATEWIDE MOBILITY	BGANY, T	2019	$2,575,000			2022	$4,900,000			$7,475,000	RIGHT-OF-WAY IN PROGRESS
NEW HANOVER	NEW ROUTE	SR 1302 (23RD STREET) TO 26TH STREET. CONSTRUCT ROUTE ON NEW LOCATION. ECONOMIC DEVELOPMENT PROJECT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5926	DIVISION 3	L, T	2023	$1,406,000	2023	$344,000	2024	$7,301,000			$9,051,000	ECONOMIC DEVELOPMENT PROJECT.
NEW HANOVER	SR 1175 (KERR AVENUE)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. WIDEN TO MULTI-LANES.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338												
NEW HANOVER	SR 1175 (KERR AVENUE)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338B	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338C	REGION B	BGANY					2027	$26,800,000			$26,800,000	RIGHT-OF-WAY IN PROGRESS
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6201	DIVISION 3	T	2028	$4,200,000	2028	$400,000	2030	$4,498,000			$9,098,000	
NEW HANOVER	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4434	DIVISION 3	BGANY	2027	$67,092,000	2027	$3,632,000	2029	$122,350,000			$193,074,000	
NEW HANOVER	SR 1217 (17TH STREET)	INSTALL NEAR SIDE SIGNAL HEADS ON A PEDESTAL ON BOTH SIDES OF SR 1217 (17TH STREET) AT DOCK STREET IN WILMINGTON.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HS-2003A	DIVISION 3	HSIP					2023	$34,000			$34,000	

BASIC PROJECT INFORMATION							FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)		FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	COMMENT	TOTAL REMAINING FUNDS NEEDED	COMMENT
NEW HANOVER	SR 1409 (MILITARY CUTOFF ROAD) EXTENSION)	SR 1409 (MILITARY CUTOFF ROAD) TO US 17 (MARKET STREET) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4751	STATEWIDE MOBILITY	T					2018	$64,625,000	2021	$14,850,000		$79,475,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: $11,536,407 FOR PE, $28,080,288 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YR5 2&3 SALE).
NEW HANOVER	SR 2048 (GORDON ROAD)	US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6202	DIVISION 3	T	2022	$11,177,000	2022	$4,643,000	2024	$25,200,000				$41,020,000	BUILD NC BOND FUNDING: $5,000,000 FOR RIGHT-OF-WAY PAYBACK 2022 - 2036 (FY 2022 / YR 4 SALE).
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	COLONIAL DRIVE TO SR 1402 (PORTERS NECK ROAD). ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902													
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	CSX RAILROAD TO CINEMA DRIVE; JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902B	REGION B	T	2027	$10,700,000	2027	$2,900,000	2029	$9,700,000				$23,300,000	
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902C	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$29,400,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$55,100,000				$91,200,000	RIGHT-OF-WAY IN PROGRESS. INCLUDES U-5880.
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	SR 1272 (NEW CENTRE DRIVE) TO MARTIN LUTHER KING JR., BOULEVARD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902A													COMPLETE.
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	SR 1403 (MIDDLE SOUND LOOP ROAD) TO SR 2290 (MENDENHALL DRIVE)/ SR 2734 (MARSH OAKS DRIVE).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902D	STATEWIDE MOBILITY	T					2019	$24,609,000	2021	$4,290,000		$28,899,000	UNDER CONSTRUCTION. BUILD NC BOND FUNDING: $3,333,437 FOR PE, $9,936,773 FOR CON PAYBACK 2021 - 2035 (FY 2021 / YR5 2&3 SALE).
NEW HANOVER	US 421	US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729SW	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$1,640,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$4,040,000				$10,980,000	
NEW HANOVER	US 421	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729REG	REGION B	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$21,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,560,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$16,160,000				$43,920,000	
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5790	DIVISION 3	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,065,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,428,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$20,500,000				$32,993,000	
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729													
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	US 17 (MARKET STREET) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5751	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$241,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$31,499,000				$36,940,000	
NEW HANOVER	US 74	US 74 (EASTWOOD ROAD) AT US 17 (MILITARY CUTOFF ROAD), AND US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON. UPGRADE PEDESTRIAN SIGNALS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	W-5803A	STATEWIDE MOBILITY	HSIP					2023	$42,000				$42,000	
NEW HANOVER	US 74 (EASTWOOD ROAD)	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710	STATEWIDE MOBILITY	NHP	2023	$22,700,000	2023	$5,200,000	2026	$38,500,000				$66,400,000	
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. PARKWAY)	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5792	DIVISION 3	T	2024	$4,753,000	2024	$2,695,000	2026	$40,305,000				$47,753,000	PROJECT TO BE LET WITH U-5881. BUILD NC BOND FUNDING: $15,000,000 FOR CONSTRUCTION PAYBACK 2026 - 2040 (FY 2026 / YR 8 SALE).
NEW HANOVER	US 76 (OLEANDER DRIVE)	GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6128	BGANY	NOT FUNDED	NOT FUNDED	$5,000,000	NOT FUNDED	$126,000	NOT FUNDED	$4,200,000				$9,326,000	
NEW HANOVER	WILMINGTON	CONSTRUCT A NEW NORTH GATE ON NORTH CAROLINA PORTS AUTHORITY PROPERTY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	HL-0040	DIVISION 3	BGDA,L							2022	$313,000	$313,000	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY.
NEW HANOVER	WILMINGTON	TRAFFIC SIGNAL PRE-EMPTION FOR EMERGENCY VEHICLES PROJECT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6235	DIVISION 3	BGDA,L					2023	$784,000	2020	$487,000	$1,271,000	
NEW HANOVER	WILMINGTON	WILMINGTON CITYWIDE SIGNAL SYSTEM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6199	DIVISION 3	T	2028	$100,000	2028	$950,000	2030	$15,360,000			$16,410,000	
NEW HANOVER	WILMINGTON	WILMINGTON MULTI-MODAL TRANSPORTATION CENTER PHASE 1B.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6234	DIVISION 3	BGDA,L					2022	$2,834,000	2020	$317,000	$3,151,000	UNDER CONSTRUCTION
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ADA	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-6700	DIVISION 3	BGDA,L					2020	$180,000			$180,000	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ADMINISTRATION	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TK-6176	PUBLIC TRANSIT	5311,L,S							2020	$872,000	$872,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	CAPITAL PURCHASE OF SERVICE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-9001	PUBLIC TRANSIT	5310							2020	$264,000	$264,000	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	MOBILITY MANAGER	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-8019	PUBLIC TRANSIT	5310, L							2020	$51,000	$51,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	OPERATING ASSISTANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TO-4751	PUBLIC TRANSIT	5307, L, SMAP							2020	$22,932,000	$22,932,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	OPERATING ASSISTANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TO-6513	PUBLIC TRANSIT	5310, L							2020	$170,000	$170,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PLANNING ASSISTANCE - 5303	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TP-5111	PUBLIC TRANSIT	5303, L, S							2020	$1,648,000	$1,648,000	FUNDS AUTHORIZED IN PROGRESS

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PLANNING ASSISTANCE - SHORT RANGE DEVELOPMENT	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TP-5110	PUBLIC TRANSIT	5307, L, S							2020	$100,000	$100,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-6784	DIVISION 3	BGDA, L					2020	$420,000			$420,000	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	PROJECT ADMINISTRATION	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TQ-7005	PUBLIC TRANSIT	5310							2020	$84,000	$84,000	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	ROUTE 201 IN WILMINGTON, UPGRADE AMMENITIES AND BUS STOPS	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-6177	PUBLIC TRANSIT	5307, L, T					2023	$66,000			$66,000	
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TS-5103	PUBLIC TRANSIT	5307, L							2020	$96,000	$96,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY - WAVE T	CAPITAL IMPROVEMENT PROJECT TO SECURE AUTOMATIC PASSENGER COUNTER (APC) TECHNOLOGY FOR THE PURPOSE OF COLLECTING STOP LEVEL BOARDINGS AND ALIGHTINGS FOR FIXED ROUTE PUBLIC TRANSPORTATION SERVICES.	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TL-0017	PUBLIC TRANSIT	BGDA, L							2022	$200,000	$200,000	
NEW HANOVER	TRANSPORTATION AUTHORITY CAPE FEAR PUBLIC	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TG-5245	PUBLIC TRANSIT	5307, L							2020	$314,000	$314,000	
NEW HANOVER	TRANSPORTATION AUTHORITY CAPE FEAR PUBLIC	REPLACEMENT BUS	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5223	PUBLIC TRANSIT	5339, L, S							2020	$3,234,000	$3,234,000	
NEW HANOVER	TRANSPORTATION AUTHORITY CAPE FEAR PUBLIC	REPLACEMENT LTV	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5221	PUBLIC TRANSIT	5307, L, S							2020	$365,000	$365,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	TRANSPORTATION AUTHORITY CAPE FEAR PUBLIC	REPLACEMENT LTV	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5222	PUBLIC TRANSIT	5339, L, S							2020	$624,000	$624,000	FUNDS AUTHORIZED IN PROGRESS
NEW HANOVER	TRANSPORTATION AUTHORITY CAPE FEAR PUBLIC	REPLACEMENT TROLLEY	PUBLIC TRANSIT	3	WILMINGTON URBAN AREA MPO	TA-5224	PUBLIC TRANSIT	5339							2020	$700,000	$700,000	
NEW HANOVER	CSX SE LINE	IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740B	STATEWIDE MOBILITY	DP, T	2022	$600,000			2023	$4,349,000			$4,949,000	
NEW HANOVER, BRUNSWICK	I-140/US 17 WILMINGTON BYPASS	SR 1430 (CEDAR HILL ROAD) TO WEST OF US 421 NORTH OF WILMINGTON.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-2633BB	PRE-STI (TRANSITION)	NHP					2013	$51,250,000			$51,250,000	COMPLETE
NEW HANOVER, BRUNSWICK	CSX SE LINE	INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740C	STATEWIDE MOBILITY	DP, T					2022	$9,900,000			$9,900,000	
NEW HANOVER, BRUNSWICK	CSX SE LINE	TIE AND RAIL REHABILITATION, CURVE REALIGNMENT, AND UPGRADE RAIL BRIDGES.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740A	STATEWIDE MOBILITY	DP, T					2022	$26,550,000			$26,550,000	
NEW HANOVER, BRUNSWICK	CSX SE LINE	WILMINGTON BELTLINE SPEED IMPROVEMENT PROJECT.	RAIL	3	WILMINGTON URBAN AREA MPO	P-5740	STATEWIDE MOBILITY											DISCRETIONARY FUNDING PROVIDED FROM FEDERAL CRISI GRANT.
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN AREA MPO TRANSPORTATION ALTERNATIVES PROGRAM.	BIKE/PED	3	WILMINGTON URBAN AREA MPO	U-5527	DIVISION 3	TADA					2022	$11,714,000			$11,714,000	IN PROGRESS
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION PLANNING (PL) SUPPLEMENT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5525	DIVISION 3	BGDA, L							2022	$19,340,000	$19,340,000	
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN AREA MPO STP-DA PROGRAM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5534	DIVISION 3	BGANY, BGDA, BGDACV, L	2022	$220,000			2020	$10,006,000			$10,226,000	IN PROGRESS
NEW HANOVER, BRUNSWICK, PENDER	VARIOUS	WILMINGTON URBAN METROPOLITAN PLANNING ORGANIZATION STBGDA RESERVE ACCOUNT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5989	DIVISION 3	BGDA					2022	$71,063,000			$71,063,000	
NEW HANOVER, PENDER	I-40	I-40 FROM END I-40 (MILEMARKER 420) TO NC 210 (MILEMARKER 408). PAVEMENT REHABILITATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	I-6039	STATEWIDE MOBILITY	NHPIM					2023	$13,200,000			$13,200,000	
NEW HANOVER, PENDER	US 17 (HAMPSTEAD BYPASS)	US 17 BYPASS SOUTH OF HAMPSTEAD TO US 17 NORTH OF HAMPSTEAD. CONSTRUCT FREEWAY ON NEW LOCATION	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300												UNDER CONSTRUCTION
PENDER	DAN OWEN DRIVE EXTENSION	SR 1570 (FACTORY ROAD) TO DAN OWEN DRIVE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732A	REGION B											COMPLETE
PENDER	I-40	WEST OF US 117 (MILE MARKER 388) TO NC 210 (MILE MARKER 408). PAVEMENT REHABILITATION.	HIGHWAY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	I-6040	STATEWIDE MOBILITY	NHPIM					2022	$20,500,000			$20,500,000	
PENDER	US 17	NC 210 TO US 17 NORTH OF HAMPSTEAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300B	REGION B	T					2022	$230,988,000			$230,988,000	PLANNING/DESIGN IN PROGRESS. RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: $60.8M FOR CON PAYBACK 2022 – 2036 (FY 2022 / YR 4 SALE).
PENDER	US 17	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732	REGION B	T					2027	$35,900,000			$35,900,000	RIGHT-OF-WAY IN PROGRESS
PENDER, NEW HANOVER	US 17	US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300A	REGION B	T					2027	$146,860,000			$146,860,000	PLANNING/DESIGN IN PROGRESS. RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: $11,000,000 FOR CONSTRUCTION PAYBACK 2027 - 2040 (FY 2026 / YR 8 SALE).
STATEWIDE	VARIOUS	NATIONAL RECREATIONAL TRAILS.	BIKE/PED	STATEWIDE	STATEWIDE PROJECT	E-4018	DIVISION SW	TA					2020	$19,200,000			$19,200,000	IN PROGRESS
STATEWIDE	VARIOUS	RAILS TO TRAILS PROGRAM	BIKE/PED	STATEWIDE	STATEWIDE PROJECT	EB-6037	DIVISION SW											LOCAL FUNDS REPRESENT LOCAL MATCH FOR RIGHT-OF-WAY AND CONSTRUCTION OF TRAILS BY LOCAL GOVERNMENTS.
STATEWIDE	VARIOUS	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.	BIKE/PED	STATEWIDE	STATEWIDE PROJECT	EB-4411												IN PROGRESS
STATEWIDE	VARIOUS	SAFE ROUTES TO SCHOOL EDUCATION.	BIKE/PED	STATEWIDE	STATEWIDE PROJECT	EB-6033	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	BIKE/PED	STATEWIDE	STATEWIDE PROJECT	ER-2971	PRE-STI (TRANSITION)											IN PROGRESS - $182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	BIKE/PED	STATEWIDE	STATEWIDE PROJECT	EB-3314	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-4902	EXEMPT											IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	PHASE 2 OF IMPLEMENTATION	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-4902A	EXEMPT											
STATEWIDE	VARIOUS	PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0534DIV	DIVISION SW	T							2022	$9,600,000	$9,600,000	
STATEWIDE	VARIOUS	PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0534REG	REGION SW	T							2022	$9,600,000	$9,600,000	
STATEWIDE	VARIOUS	PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0534SW	STATEWIDE MOBILITY	T							2022	$12,800,000	$12,800,000	
STATEWIDE	VARIOUS	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-4073												IN PROGRESS
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999C											IN PROGRESS	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999CDIV	DIVISION SW	T							2022	$11,700,000	$11,700,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999CREG	REGION SW	T							2022	$11,700,000	$11,700,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999CSW	STATEWIDE MOBILITY	T							2022	$15,600,000	$15,600,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999A											IN PROGRESS	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999ADIV	DIVISION SW	T							2022	$117,000,000	$117,000,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999AREG	REGION SW	T							2022	$117,000,000	$117,000,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999ASW	STATEWIDE MOBILITY	T							2022	$156,000,000	$156,000,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM STRUCTURE INVENTORY AND APPRAISAL.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999B											IN PROGRESS	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM STRUCTURE INVENTORY AND APPRAISAL.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	HB-9999BDIV	DIVISION SW	T							2022	$9,000,000	$9,000,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	B-9999												IN PROGRESS
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	B-9999DIV	DIVISION SW	BG							2022	$7,200,000	$7,200,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	B-9999REG	REGION SW	BG							2022	$7,200,000	$7,200,000	
STATEWIDE	VARIOUS	BRIDGE INSPECTION PROGRAM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	B-9999SW	STATEWIDE MOBILITY	BG							2022	$9,600,000	$9,600,000	
STATEWIDE	VARIOUS	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BK-5102	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BP-5500											IN PROGRESS	
STATEWIDE	VARIOUS	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BP-5500DIV	DIVISION SW											
STATEWIDE	VARIOUS	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BP-5500REG	REGION SW											
STATEWIDE	VARIOUS	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BP-5500SW	STATEWIDE MOBILITY											
STATEWIDE	VARIOUS	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	B-8888	DIVISION SW	BGOFF					2022					
STATEWIDE	VARIOUS	DECK PRESERVATION AT 15 SELECTED LOCATIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BK-5101	DIVISION SW											UNDER CONSTRUCTION
STATEWIDE	VARIOUS	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-3600	EXEMPT											IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0539											IN PROGRESS	
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0539DIV	DIVISION SW	T							2022	$43,200,000	$43,200,000	
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0539REG	REGION SW	T							2022	$43,200,000	$43,200,000	
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0539SW	STATEWIDE MOBILITY	T							2022	$57,600,000	$57,600,000	
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-9999WM												IN PROGRESS
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-9999WMDIV	DIVISION SW	NHP, T							2022	$300,000	$300,000	
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-9999WMREG	REGION SW	NHP, T							2022	$300,000	$300,000	

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-9999WMSW	STATEWIDE MOBILITY	NHP, T							2022	$400,000	$400,000	
STATEWIDE	VARIOUS	ESTABLISH BRIDGE MANAGEMENT SYSTEM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	BK-5100	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-5753	EXEMPT	ERFO, FLTP					2020	$63,244,000			$63,244,000	PROGRAM IN PROGRESS
STATEWIDE	VARIOUS	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-5966	EXEMPT	FTTP					2020	$12,981,000			$12,981,000	PROGRAM IN PROGRESS
STATEWIDE	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-9999												
STATEWIDE	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-9999DIV	DIVISION SW	HSIP					2022	$45,163,000			$45,163,000	
STATEWIDE	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-9999REG	REGION SW	HSIP					2022	$55,935,000			$55,935,000	
STATEWIDE	VARIOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-9999SW	STATEWIDE MOBILITY	HSIP					2022	$74,580,000			$74,580,000	
STATEWIDE	VARIOUS	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5717											IN PROGRESS	
STATEWIDE	VARIOUS	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5717DIV	DIVISION SW	HSIP							2022	$2,400,000	$2,400,000	
STATEWIDE	VARIOUS	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5717REG	REGION SW	HSIP							2022	$2,400,000	$2,400,000	
STATEWIDE	VARIOUS	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5717SW	STATEWIDE MOBILITY	HSIP							2022	$3,200,000	$3,200,000	
STATEWIDE	VARIOUS	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5508											IN PROGRESS	
STATEWIDE	VARIOUS	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0392												IN PROGRESS
STATEWIDE	VARIOUS	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0392DIV	DIVISION SW	T							2022	$768,000	$768,000	
STATEWIDE	VARIOUS	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0392REG	REGION SW	T							2022	$768,000	$768,000	
STATEWIDE	VARIOUS	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0392SW	STATEWIDE MOBILITY	T							2022	$1,024,000	$1,024,000	
STATEWIDE	VARIOUS	HYDRAULICS, PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0534												IN PROGRESS
STATEWIDE	VARIOUS	INTEGRATED PROJECT DELIVERY	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0553A	EXEMPT	T							2022	$10,500,000	$10,500,000	
STATEWIDE	VARIOUS	MUNICIPAL BRIDGE INSPECTION PROGRAM	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0414	DIVISION SW	BGOFF, L							2022	$16,000,000	$16,000,000	
STATEWIDE	VARIOUS	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0554											IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0554DIV	DIVISION SW	T							2022	$105,000,000	$105,000,000	
STATEWIDE	VARIOUS	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0554REG	REGION SW	T							2022	$105,000,000	$105,000,000	
STATEWIDE	VARIOUS	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0554SW	STATEWIDE MOBILITY	T							2022	$140,000,000	$140,000,000	
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5702A	EXEMPT											IN PROGRESS
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5702D	EXEMPT	CMAQ, L							2022	$1,513,000	$1,513,000	
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM, INCLUDING EMISSIONS-REDUCING SUB-AWARDS, IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5702	EXEMPT											
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5702B	EXEMPT											IN PROGRESS
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5702C	EXEMPT											
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5702E	EXEMPT	CMAQ, L							2022	$1,528,000	$1,528,000	

BASIC PROJECT INFORMATION								FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-44360IV	DIVISION SW	BG					2020	$900,000			$900,000	IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-5968DIV	DIVISION SW	BGANY					2020	$14,400,000			$14,400,000	IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-4436REG	REGION SW	BG					2020	$900,000			$900,000	IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-5968REG	REGION SW	BGANY					2020	$14,400,000			$14,400,000	IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-4436SW	STATEWIDE MOBILITY	BG					2020	$1,200,000			$1,200,000	IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-5968SW	STATEWIDE MOBILITY	BGANY					2020	$19,200,000			$19,200,000	IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-4436												IN PROGRESS
STATEWIDE	VARIOUS	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	R-5968												IN PROGRESS
STATEWIDE	VARIOUS	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0219	STATEWIDE MOBILITY											
STATEWIDE	VARIOUS	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0219DIV	DIVISION SW	T					2022	$1,200,000	$1,200,000		$1,200,000	
STATEWIDE	VARIOUS	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0219REG	REGION SW	T					2022	$1,200,000	$1,200,000		$1,200,000	
STATEWIDE	VARIOUS	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0219SW	STATEWIDE MOBILITY	T					2022	$1,600,000	$1,600,000		$1,600,000	
STATEWIDE	VARIOUS	RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0515	DIVISION SW	T	2022	$4,000,000							$4,000,000	
STATEWIDE	VARIOUS	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552A												IN PROGRESS
STATEWIDE	VARIOUS	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552ADIV	DIVISION SW	T					2022	$150,000	$150,000		$150,000	
STATEWIDE	VARIOUS	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552AREG	REGION SW	T					2022	$150,000	$150,000		$150,000	
STATEWIDE	VARIOUS	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552ASW	STATEWIDE MOBILITY	T					2022	$200,000	$200,000		$200,000	
STATEWIDE	VARIOUS	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552B												IN PROGRESS
STATEWIDE	VARIOUS	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552BDIV	DIVISION SW	T					2022	$324,000	$324,000		$324,000	
STATEWIDE	VARIOUS	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552BREG	REGION SW	T					2022	$324,000	$324,000		$324,000	
STATEWIDE	VARIOUS	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0552BSW	STATEWIDE MOBILITY	T					2022	$432,000	$432,000		$432,000	
STATEWIDE	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-560IDIV	DIVISION SW	HSIP	2022	$68,000			2022	$3,670,000			$3,738,000	
STATEWIDE	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5601REG	REGION SW	HSIP	2022	$68,000			2022	$2,520,000			$2,588,000	
STATEWIDE	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATWIDE CATEGORY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5601SW	STATEWIDE MOBILITY	HSIP	2022	$90,000			2022	$3,360,000			$3,450,000	
STATEWIDE	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5601												IN PROGRESS
STATEWIDE	VARIOUS	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL,TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	SR-5000	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	SR-5001	DIVISION SW											IN PROGRESS - $200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5517												IN PROGRESS
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5517DIV	DIVISION SW											
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5517REG	REGION SW											
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5517SW	STATEWIDE MOBILITY											

DRAFT - SUBJECT TO CHANGE

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5716											IN PROGRESS	
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5716DIV	DIVISION SW	HSIP							2022	$26,400,000	$26,400,000	
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5716REG	REGION SW	HSIP							2022	$26,400,000	$26,400,000	
STATEWIDE	VARIOUS	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5716SW	STATEWIDE MOBILITY	HSIP							2022	$35,200,000	$35,200,000	
STATEWIDE	VARIOUS	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0379	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5715											IN PROGRESS	
STATEWIDE	VARIOUS	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5715DIV	DIVISION SW	HSIP							2022	$8,400,000	$8,400,000	
STATEWIDE	VARIOUS	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5715REG	REGION SW	HSIP							2022	$8,400,000	$8,400,000	
STATEWIDE	VARIOUS	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5715SW	STATEWIDE MOBILITY	HSIP							2022	$11,200,000	$11,200,000	
STATEWIDE	VARIOUS	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5700												IN PROGRESS
STATEWIDE	VARIOUS	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5700DIV	DIVISION SW											
STATEWIDE	VARIOUS	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5700REG	REGION SW											
STATEWIDE	VARIOUS	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	W-5700SW	STATEWIDE MOBILITY											
STATEWIDE	VARIOUS	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	C-5600	EXEMPT	CMAQ, S(M)					2023	$1,648,000			$1,648,000	
STATEWIDE	VARIOUS	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0376												IN PROGRESS
STATEWIDE	VARIOUS	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0376DIV	DIVISION SW	T							2022	$4,320,000	$4,320,000	
STATEWIDE	VARIOUS	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0376REG	REGION SW	T							2022	$4,320,000	$4,320,000	
STATEWIDE	VARIOUS	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0376SW	STATEWIDE MOBILITY	T							2022	$5,670,000	$5,670,000	
STATEWIDE	VARIOUS	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0451											IN PROGRESS	
STATEWIDE	VARIOUS	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0451DIV	DIVISION SW	T							2022	$336,000	$336,000	
STATEWIDE	VARIOUS	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0451REG	REGION SW	T							2022	$336,000	$336,000	
STATEWIDE	VARIOUS	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0451SW	STATEWIDE MOBILITY	T							2022	$448,000	$448,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479B											IN PROGRESS	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479BDIV	DIVISION SW	T							2022	$2,400,000	$2,400,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479BREG	REGION SW	T							2022	$2,400,000	$2,400,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479BSW	STATEWIDE MOBILITY	T							2022	$3,200,000	$3,200,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479A											IN PROGRESS	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479ADIV	DIVISION SW	T							2022	$7,200,000	$7,200,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479AREG	REGION SW	T							2022	$7,200,000	$7,200,000	

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479ASW	STATEWIDE MOBILITY	T							2022	$9,600,000	$9,600,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479											IN PROGRESS	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479DIV	DIVISION SW	T							2022	$24,000,000	$24,000,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479REG	REGION SW	T							2022	$24,000,000	$24,000,000	
STATEWIDE	VARIOUS	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0479SW	STATEWIDE MOBILITY	T							2022	$32,000,000	$32,000,000	
STATEWIDE	VARIOUS	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0418	DIVISION SW											UNDER CONSTRUCTION
STATEWIDE	VARIOUS	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0391												IN PROGRESS
STATEWIDE	VARIOUS	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0391DIV	DIVISION SW	T							2022	$1,920,000	$1,920,000	
STATEWIDE	VARIOUS	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0391REG	REGION SW	T							2022	$1,920,000	$1,920,000	
STATEWIDE	VARIOUS	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0391SW	STATEWIDE MOBILITY	T							2022	$2,560,000	$2,560,000	
STATEWIDE	VARIOUS	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0360												IN PROGRESS
STATEWIDE	VARIOUS	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0360DIV	DIVISION SW	T							2022	$4,800,000	$4,800,000	
STATEWIDE	VARIOUS	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0360REG	REGION SW	T							2022	$4,800,000	$4,800,000	
STATEWIDE	VARIOUS	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0360SW	STATEWIDE MOBILITY	T							2022	$6,400,000	$6,400,000	
STATEWIDE	VARIOUS	TECHNICAL SERVICES. PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0553	EXEMPT											
STATEWIDE	VARIOUS	TOLLING/FINANCIAL FEASIBILITY STUDIES.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0452	STATEWIDE MOBILITY	T							2022	$3,200,000	$3,200,000	
STATEWIDE	VARIOUS	TRAINING AND SPECIAL PROJECTS	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0553B	EXEMPT	T							2022	$2,000,000	$2,000,000	
STATEWIDE	VARIOUS	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE DIVISION TIER.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0521DIV	DIVISION SW	T							2022	$100,000	$100,000	
STATEWIDE	VARIOUS	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE REGIONAL TIER.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0521REG	REGION SW	T							2022	$100,000	$100,000	
STATEWIDE	VARIOUS	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE STATEWIDE TIER.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0521SW	STATEWIDE MOBILITY	T							2022	$100,000	$100,000	
STATEWIDE	VARIOUS	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0521												IN PROGRESS
STATEWIDE	VARIOUS	TRANSPORTATION PROGRAM MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	M-0505	DIVISION SW	T							2022	$4,800,000	$4,800,000	
STATEWIDE	VARIOUS	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.	HIGHWAY	STATEWIDE	STATEWIDE PROJECT	ER-5600	DIVISION SW	STPE					2022	$4,000,000			$4,000,000	IN PROGRESS
STATEWIDE	NCDOT	5303 METROPOLITAN TRANSPORTATION PLANNING FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TU-0005	PUBLIC TRANSIT	5303, L, S							2022	$10,809,000	$10,809,000	
STATEWIDE	NCDOT	5310 CAPITAL PROJECTS FOR RURAL	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0018	PUBLIC TRANSIT	5310, L, S							2022	$980,000	$980,000	
STATEWIDE	NCDOT	5310 OPERATING PROJECTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0025	PUBLIC TRANSIT	5310, L							2022	$4,212,000	$4,212,000	
STATEWIDE	NCDOT	5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0027	PUBLIC TRANSIT	5311, L, S							2022	$22,906,000	$22,906,000	
STATEWIDE	NCDOT	5311 ADTAP CAPITAL FUND FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0022	PUBLIC TRANSIT	ADTAP, L, S							2022	$1,880,000	$1,880,000	
STATEWIDE	NCDOT	5311 ADTAP STATE ADMINISTRATIVE FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0030	PUBLIC TRANSIT	ADTAP							2022	$177,000	$177,000	
STATEWIDE	NCDOT	5311 CAPITAL FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0019	PUBLIC TRANSIT	5311, L, S							2022	$17,147,000	$17,147,000	
STATEWIDE	NCDOT	5311 OPERATING FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0028	PUBLIC TRANSIT	5311, L							2022	$1,634,000	$1,634,000	
STATEWIDE	NCDOT	5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0029	PUBLIC TRANSIT	5311							2022	$3,361,000	$3,361,000	
STATEWIDE	NCDOT	5311(F) INTERCITY BUS - STATE ADMIN	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0033	PUBLIC TRANSIT	5311							2022	$494,000	$494,000	

BASIC PROJECT INFORMATION													FISCAL YEAR PROJECT PHASE SCHEDULED TO START							
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	NCDOT	5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0032	PUBLIC TRANSIT	5311							2022	$29,441,000	$29,441,000	
STATEWIDE	NCDOT	5339 SMALL URBAN	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0020	PUBLIC TRANSIT	5339, L, S, STBG							2022	$3,057,000	$3,057,000	
STATEWIDE	NCDOT	5339 STATEWIDE RURAL	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0021	PUBLIC TRANSIT	5339, L, S							2022	$7,774,000	$7,774,000	
STATEWIDE	NCDOT	NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TU-0008	PUBLIC TRANSIT	5311, S							2022	$588,000	$588,000	
STATEWIDE	NCDOT	NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TU-0009	PUBLIC TRANSIT	RTAP							2022	$765,000	$765,000	
STATEWIDE	NCDOT	RTAP STATEWIDE FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0031	PUBLIC TRANSIT	RTAP							2022	$978,000	$978,000	
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TP-4901	PUBLIC TRANSIT	FSPR, S							2020	$720,000	$720,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	STATEWIDE	5304 PLANNING	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TP-5154	PUBLIC TRANSIT	5303, L							2020	$5,136,000	$5,136,000	
STATEWIDE	STATEWIDE	5307 OPERATING FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0010	PUBLIC TRANSIT	5307							2021	$142,000	$142,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5307 OPERATING FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0012	PUBLIC TRANSIT	5307							2021	$129,000	$129,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5307 OPERATING FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0014	PUBLIC TRANSIT	5307							2021	$75,000	$75,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5307 OPERATING FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0015	PUBLIC TRANSIT	5307							2021	$145,000	$145,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5307 OPERATING FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0020	PUBLIC TRANSIT	5307							2021	$2,191,000	$2,191,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5307 OPERATING FUNDS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0022	PUBLIC TRANSIT	5307							2021	$18,000	$18,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TQ-9038	PUBLIC TRANSIT	5310							2021	$2,850,000	$2,850,000	MODIFYING THE FEDERAL FUND S RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5310 OPERATING PROJECTS FOR RURAL AREAS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TQ-6954	PUBLIC TRANSIT	5310							2021	$1,960,000	$1,960,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5310 STATE ADMINISTRATIVE FUNDS.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0036	PUBLIC TRANSIT	5310							2022	$667,000	$667,000	
STATEWIDE	STATEWIDE	5311 ADMINISTRATIVE	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TK-6181	PUBLIC TRANSIT	5311							2021	$15,025,000	$15,025,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5311 ADTAP	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-5004	PUBLIC TRANSIT	ADTAP							2021	$3,392,000	$3,392,000	FUMODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5311 CAPITAL PROJECTS FOR RURAL AREAS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TA-6665	PUBLIC TRANSIT	5311							2021	$4,749,000	$4,749,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5311 OPERATING AND 5311 OPERATING F	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TO-6155	PUBLIC TRANSIT	5311, L							2020	$154,320,000	$154,320,000	
STATEWIDE	STATEWIDE	5311 OPERATING FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TO-6135	PUBLIC TRANSIT	5311							2021	$947,000	$947,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5311 STATE ADMINISTRATION AND 5311 STATE ADMINISTRATION	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TK-4902Z	PUBLIC TRANSIT	5311							2021	$3,080,000	$3,080,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5311(F) INTERCITY BUS FUNDS FOR FTA GANTS	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TI-6109	PUBLIC TRANSIT	5311							2021	$2,698,000	$2,698,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	5317 NEW FREEDOM	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TN-6125	PUBLIC TRANSIT	FEP, L							2020	$4,272,000	$4,272,000	
STATEWIDE	STATEWIDE	5329 STATE SAFETY AND OVERSIGHT	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TS-7001	PUBLIC TRANSIT	FED, L, S							2020	$4,676,000	$4,676,000	
STATEWIDE	STATEWIDE	5339 BUS AND BUS FACILITIES	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TA-6666	PUBLIC TRANSIT	5339							2021	$6,750,000	$6,750,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION PROJECT	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0007	PUBLIC TRANSIT	5339, L							2021	$3,976,000	$3,976,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0005	PUBLIC TRANSIT	5339, L	2021	$4,735,000							$4,735,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0008	PUBLIC TRANSIT	5339, L							2021	$10,900,000	$10,900,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0011	PUBLIC TRANSIT	5339, L						$719,000	2021	$8,689,000	$9,408,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0006	PUBLIC TRANSIT	5339, L	2021	$1,819,000							$1,819,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT FOR PURCHASE ELECTRIC BUSES AND CHARGING STATIONS.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0010	PUBLIC TRANSIT	5339, L	2021	$4,069,000							$4,069,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	5339(b) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0012	PUBLIC TRANSIT	5339, L							2021	$3,767,000	$3,767,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START									
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	STATEWIDE	AIM GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. THIS WILL ALLOW THE CITY TO EXPAND SERVICE AND HOURS.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-0024	PUBLIC TRANSIT	5312, L							2021	$313,000	$313,000	
STATEWIDE	STATEWIDE	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TG-0002	PUBLIC TRANSIT	5307							2021	$21,000	$21,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TG-0004	PUBLIC TRANSIT	5307							2021	$168,000	$168,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TG-0005	PUBLIC TRANSIT	5307							2021	$168,000	$168,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TG-0006	PUBLIC TRANSIT	5307, L							2021	$381,000	$381,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TU-0003	PUBLIC TRANSIT	5312, S							2021	$222,000	$222,000	ADD PROJECT TU-0003 TO STIP FOR FFY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF IMD.
STATEWIDE	STATEWIDE	HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIG	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TO-0003	PUBLIC TRANSIT	5307, 5312							2021	$150,000	$150,000	
STATEWIDE	STATEWIDE	MOBILITY FROM ALL GRANT OPPORTUNITY FROM THE FTA.5310 DISCRETIONARY GRANT AWARDED BY FTA.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TC-0013	PUBLIC TRANSIT	5310, S							2021	$350,000	$350,000	
STATEWIDE	STATEWIDE	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TK-4902	PUBLIC TRANSIT	ADTAP							2021	$235,000	$235,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	STATEWIDE RTAP	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TS-4900Z	PUBLIC TRANSIT	RTAP							2021	$480,000	$480,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	SYSTEM SAFETY OVERSIGHT GRANT FOR NCDOT RAIL DIVISION.	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TO-0004	PUBLIC TRANSIT	S, SSO							2021	$440,000	$440,000	ADD PROJECT TO TO-0004 TO STIP FOR FFY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD FOR SYSTEM SAFETY OVERSIGHT FOR THE NCDOT RAIL DIVISION. PROJECT ADDED AT THE REQUEST OF IMD.
STATEWIDE	SUB REGIONAL	5310 STATE ADMIN	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TV-4903	PUBLIC TRANSIT	5310							2021	$450,000	$450,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	SUB REGIONAL	STATE ADMINISTRATION - JOB ACCESS NON-URBAN	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TM-5301	PUBLIC TRANSIT	5316							2020	$500,000	$500,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	SUB REGIONAL	STATE ADMINISTRATION - NEW FREEDOM - 5317	PUBLIC TRANSIT	STATEWIDE	STATEWIDE PROJECT	TN-5112	PUBLIC TRANSIT	5317							2020	$350,000	$350,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	VARIOUS	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE.	RAIL	STATEWIDE	STATEWIDE PROJECT	Z-9999	DIVISION SW	RR	2023	$500,000			2023	$3,000,000			$3,500,000	
STATEWIDE	VARIOUS	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	RAIL	STATEWIDE	STATEWIDE PROJECT	Z-5400	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	RAIL	STATEWIDE	STATEWIDE PROJECT	Z-5700	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	RAIL	STATEWIDE	STATEWIDE PROJECT	Z-5800	DIVISION SW	RR	2022	$500,000			2022	$3,280,000			$3,780,000	
STATEWIDE	VARIOUS	PASSENGER RAIL CROSSING SAFETY IMPROVEMENT INVENTORY PROGRAM	RAIL	STATEWIDE	STATEWIDE PROJECT	RX-2100	DIVISION SW	RR							2021	$2,500,000	$2,500,000	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY
STATEWIDE	VARIOUS	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	STATEWIDE	STATEWIDE PROJECT	P-5602												IN PROGRESS
STATEWIDE	VARIOUS	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	STATEWIDE	STATEWIDE PROJECT	P-5602DIV	DIVISION SW	T							2022	$4,800,000	$4,800,000	
STATEWIDE	VARIOUS	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	STATEWIDE	STATEWIDE PROJECT	P-5602REG	REGION SW	T							2022	$4,800,000	$4,800,000	
STATEWIDE	VARIOUS	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	STATEWIDE	STATEWIDE PROJECT	P-5602SW	STATEWIDE MOBILITY	T							2022	$6,400,000	$6,400,000	
STATEWIDE	VARIOUS	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES - UNPROGRAMMED BALANCE	RAIL	STATEWIDE	STATEWIDE PROJECT	Y-5500	DIVISION SW	RR	2021	$1,500,000			2020	$7,560,000			$9,060,000	IN PROGRESS

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

NOTES: COSTS AND SCHEDULES ARE AS OF APRIL 25, 2022 AND ARE SUBJECT TO CHANGE. CURRENT PRIORITIZATION STATUS IS BASED ON THE PRIORITIZATION WORKGROUP'S RECOMMENDATION OF USING A FIVE-YEAR LINE (IF THE FIRST YEAR OF RIGHT-OF-WAY OR CONSTRUCTION IS CURRENTLY SCHEDULED IN OR BEFORE FISCAL YEAR 2028, THE PROJECT IS CONSIDERED "SCHEDULED FOR DELIVERY" AND DOES NOT HAVE TO BE REPRIORITIZED). AT THIS TIME, THE BOARD OF TRANSPORTATION HAS NOT TAKEN ACTION ON THIS RECOMMENDATION.

BASIC PROJECT INFORMATION							PRIORITIZATION INFORMATION			FISCAL YEAR PROJECT PHASE SCHEDULED TO START							
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	CURRENT PRIORITIZATION STATUS	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	STI FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	STI FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	STI FUNDS NEEDED FOR CONSTRUCTION	TOTAL STI FUNDS	COMMENT
BRUNSWICK, NEW HANOVER	SOUTHPORT - FORT FISHER	CONSTRUCT MOORING FACILITIES.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5707	REGION B	SCHEDULED FOR DELIVERY	T					2025	$5,000,000	$5,000,000	
BRUNSWICK, NEW HANOVER	SOUTHPORT-FORT FISHER	SOUTHPORT-FORT FISHER FERRY. CONSTRUCT RIVER CLASS FERRY.	FERRY	3	CAPE FEAR RPO, WILMINGTON URBAN AREA MPO	F-5705	NOT FUNDED	WILL BE REPRIORITIZED	T					NOT FUNDED	$14,000,000	$14,000,000	
NEW HANOVER	WILIMINGTON INTERNATION (ILM)	TAXIWAY J IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5886	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	$500,000	$500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	EXPAND THE GENERAL AVIATION APRON.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5795	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	$500,000	$500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	INCREASE WIDTH OF ALL TAXIWAYS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5796	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	$500,000	$500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	TAXIWAY IMPROVEMENTS.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5798	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	O, T					FUNDED FOR PRELIMINARY ENGINEERING ONLY	$500,000	$500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL (ILM)	WIDEN NORTH-SOUTH TAXIWAY SYSTEM.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5799	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	$500,000	$500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	WILMINGTON INTERNATIONAL AIRPORT (ILM)	REHABILITATE RUNWAY.	AVIATION	3	WILMINGTON URBAN AREA MPO	AV-5885	NOT FUNDED	WILL BE REPRIORITIZED	O, T					NOT FUNDED	$500,000	$500,000	OTHER FUNDS PROVIDED BY ILM.
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702A	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$15,148,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,379,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$16,000,000	$36,527,000	PLANNING/DESIGN IN PROGRESS. PROJECT TO BE LET WITH U-5704.
NEW HANOVER	NC 132 (COLLEGE ROAD)	SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5881	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$20,192,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$8,127,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$74,300,000	$102,619,000	PROJECT TO BE LET WITH U-5792.
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 117 (SHIPYARD BOULEVARD) TO US 421 (CAROLINA BEACH ROAD). ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5702B	NOT FUNDED	WILL BE REPRIORITIZED	NHP	NOT FUNDED	$14,240,000	NOT FUNDED	$8,592,000	NOT FUNDED	$33,800,000	$56,632,000	
NEW HANOVER	NC 132 (COLLEGE ROAD)	US 76 (OLEANDER DRIVE). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5704	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$21,183,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$2,422,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$14,100,000	$37,705,000	PROJECT TO BE LET WITH U-5702A.
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MULTI-LANES	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5863	NOT FUNDED	WILL BE REPRIORITIZED	T	NOT FUNDED	$4,800,000	NOT FUNDED	$4,600,000	NOT FUNDED	$26,800,000	$36,200,000	
NEW HANOVER	NC 133 (CASTLE HAYNE ROAD)	NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5954	NOT FUNDED	WILL BE REPRIORITIZED	T	NOT FUNDED	$721,000	NOT FUNDED	$507,000	NOT FUNDED	$3,800,000	$5,028,000	
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-3338C	REGION B	SCHEDULED FOR DELIVERY	BGANY					2027	$26,800,000	$26,800,000	RIGHT-OF-WAY IN PROGRESS
NEW HANOVER	SR 1175 (KERR AVENUE)	SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6201	DIVISION 3	SCHEDULED FOR DELIVERY	T	2028	$4,200,000	2028	$400,000	2030	$4,498,000	$9,098,000	
NEW HANOVER	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION)	RANDALL PARKWAY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4434	DIVISION 3	SCHEDULED FOR DELIVERY	BGANY	2027	$67,092,000	2027	$3,632,000	2029	$122,350,000	$193,074,000	
NEW HANOVER	SR 2048 (GORDON ROAD)	US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6202	DIVISION 3	SCHEDULED FOR DELIVERY	T	2022	$11,177,000	2022	$4,643,000	2024	$25,200,000	$41,020,000	BUILD NC BOND FUNDING: $5,000,000 FOR RIGHT-OF-WAY PAYBACK 2022 - 2036 (FY 2022 / YR 4 SALE).
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	CSX RAILROAD TO CINEMA DRIVE; JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902B	REGION B	SCHEDULED FOR DELIVERY	T	2027	$10,700,000	2027	$2,900,000	2029	$9,700,000	$23,300,000	
NEW HANOVER	US 17 BUSINESS (MARKET STREET)	NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-4902C	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$29,400,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$55,100,000	$91,200,000	RIGHT-OF-WAY IN PROGRESS. INCLUDES U-5880.
NEW HANOVER	US 421	US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729SW	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$1,640,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$4,040,000	$10,980,000	
NEW HANOVER	US 421	US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5729REG	REGION B	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$21,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,560,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$16,160,000	$43,920,000	
NEW HANOVER	US 421 (CAROLINA BEACH ROAD)	NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5790	DIVISION 3	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,065,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$6,428,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$20,500,000	$32,993,000	
NEW HANOVER	US 421 (SOUTH FRONT STREET)	US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. WIDEN TO MULTI-LANES.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5734	NOT FUNDED	WILL BE REPRIORITIZED	T	NOT FUNDED	$13,940,000	NOT FUNDED	$1,032,000	NOT FUNDED	$10,299,000	$25,271,000	

2024-2033 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM: PROJECTS ELIGIBLE FOR SWAPS

BASIC PROJECT INFORMATION							PRIORITIZATION INFORMATION			FISCAL YEAR PROJECT PHASE SCHEDULED TO START							
COUNTY(S)	ROUTE/CITY	DESCRIPTION	MODE	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	CURRENT PRIORITIZATION STATUS	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	STI FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	STI FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	STI FUNDS NEEDED FOR CONSTRUCTION	TOTAL STI FUNDS	COMMENT
NEW HANOVER	US 74	US 17/US 421 IN WILMINGTON. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5731	STATEWIDE MOBILITY	WILL BE REPRIORITIZED	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$5,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$241,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	$31,499,000	$36,940,000	
NEW HANOVER	US 74 (EASTWOOD ROAD)	SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5710	STATEWIDE MOBILITY	SCHEDULED FOR DELIVERY	NHP	2023	$22,700,000	2023	$5,200,000	2026	$38,500,000	$66,400,000	
NEW HANOVER	US 74 (MARTIN LUTHER KING, JR. PARKWAY)	US 117/NC 132 (COLLEGE ROAD) IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5792	DIVISION 3	SCHEDULED FOR DELIVERY	T	2024	$4,753,000	2024	$2,695,000	2026	$40,305,000	$47,753,000	PROJECT TO BE LET WITH U-5881. BUILD NC BOND FUNDING: $15,000,000 FOR CONSTRUCTION PAYBACK 2026 - 2040 (FY 2026 / YR 8 SALE).
NEW HANOVER	US 76 (OLEANDER DRIVE)	GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6128	NOT FUNDED	WILL BE REPRIORITIZED	BGANY	NOT FUNDED	$5,000,000	NOT FUNDED	$126,000	NOT FUNDED	$4,200,000	$9,326,000	
NEW HANOVER	WILMINGTON	WILMINGTON CITYWIDE SIGNAL SYSTEM.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-6199	DIVISION 3	SCHEDULED FOR DELIVERY	T	2028	$100,000	2028	$950,000	2030	$15,360,000	$16,410,000	
PENDER	US 17	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	U-5732	REGION B	SCHEDULED FOR DELIVERY	T					2027	$35,900,000	$35,900,000	RIGHT-OF-WAY IN PROGRESS
PENDER, NEW HANOVER	US 17	US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210.	HIGHWAY	3	WILMINGTON URBAN AREA MPO	R-3300A	REGION B	SCHEDULED FOR DELIVERY	T					2027	$146,860,000	$146,860,000	PLANNING/DESIGN IN PROGRESS. RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: $11,000,000 FOR CONSTRUCTION PAYBACK 2027 - 2040 (FY 2026 / YR 8 SALE).

DRAFT - SUBJECT TO CHANGE

NORTH CAROLINA
Department of Transportation

2024-2033 STIP Development

May 2022

Today's Topics

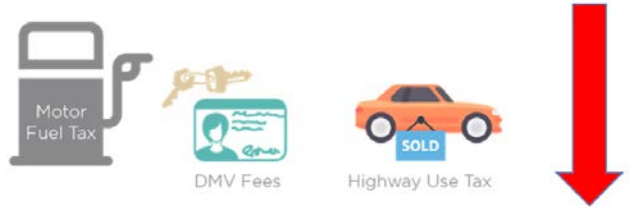
- Background
- STIP Development
- STIP Format
- Project Prioritization Status
- Next Steps / Schedule
- Discussion



Background

STIP Budget Changes

COVID – Revenues affected



$8B+ in cost increases since July 2020 (1,000+ estimates updated)

- Many increases due to outdated or low estimates
- Processes in place to ensure more accurate estimates moving forward

New budgets provided $3.8B in additional revenue

- Federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)
- State Budget

Inflation adjustments

- Board of Transportation approved changing from 1% compounded annually to 3% ($2.5B impact)

2024-2033 STIP Funding Availability for Committed Projects

Statewide Mobility

Available Funding	Programming Status
$10.6B	$3.36B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	$647.5M	$383.2M Over
B (D2 & D3)	$919.2M	$391.2M Over
C (D5 & D6)	$1.78B	$297.1M Over
D (D7 & D9)	$1.33B	$596.7M Over
E (D8 & D10)	$1.67B	$756.5M Over
F (D11 & D12)	$881.0M	$455.7M Over
G (D13 & D14)	$676.1M	$982.2M Over

REG Total: $3.86B Over

Division Needs

Division	Available Funding	Programming Status
1	$569.7M	$129.5M Over
2	$569.7M	$190.3M Over
3	$569.7M	$77.3M Under
4	$569.7M	$223.2M Under
5	$569.7M	$172.4M Over
6	$569.7M	$87.4M Under
7	$569.7M	$65.4M Under
8	$569.7M	$85.3M Over
9	$569.7M	$31.6M Under
10	$569.7M	$68.8M Over
11	$569.7M	$102.4M Under
12	$569.7M	$234.0M Over
13	$569.7M	$325.7M Over
14	$569.7M	$88.2M Over

DIV Total: $706.9M Over

Total Overprogrammed: $8B

Includes estimated funding from Infrastructure and Investment Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)

As of January 25, 2022. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.

2024-2033 STIP Development

Prioritization Workgroup Overall Goals

Develop trustworthy and dependable STIP (fiscally constrained)

Produce 2024-2033 STIP using current STIP project list with transparent process

Have an opportunity to fund new projects in P7 scoring (all 22 STI funding categories)

Ensure process is grounded in state/federal requirements

2024-2033 STIP Development (Framework)

Only includes projects funded in 2020-2029 STIP

Projects selected for funding using one of two approaches:

1. Delivery Projects – programmed first
   - Currently scheduled for CON in FY 2024, 2025, or 2026; ROW underway; or has federal grant
2. P3-P4-P5 Evaluation (Seniority Approach) – programmed second

Opportunity to swap projects & project schedules following release of Draft STIP (April 25th)

- Swaps must be agreed to by NCDOT and MPO/RPO(s)
- Cost of project(s) swapped in must be within 10% of cost of project(s) being swapped out

2024-2033 STIP Development (General Observations)

Delivery Projects:

- Schedules for >80% of projects did NOT change! 

P3-P4-P5 Evaluation (Seniority Approach):

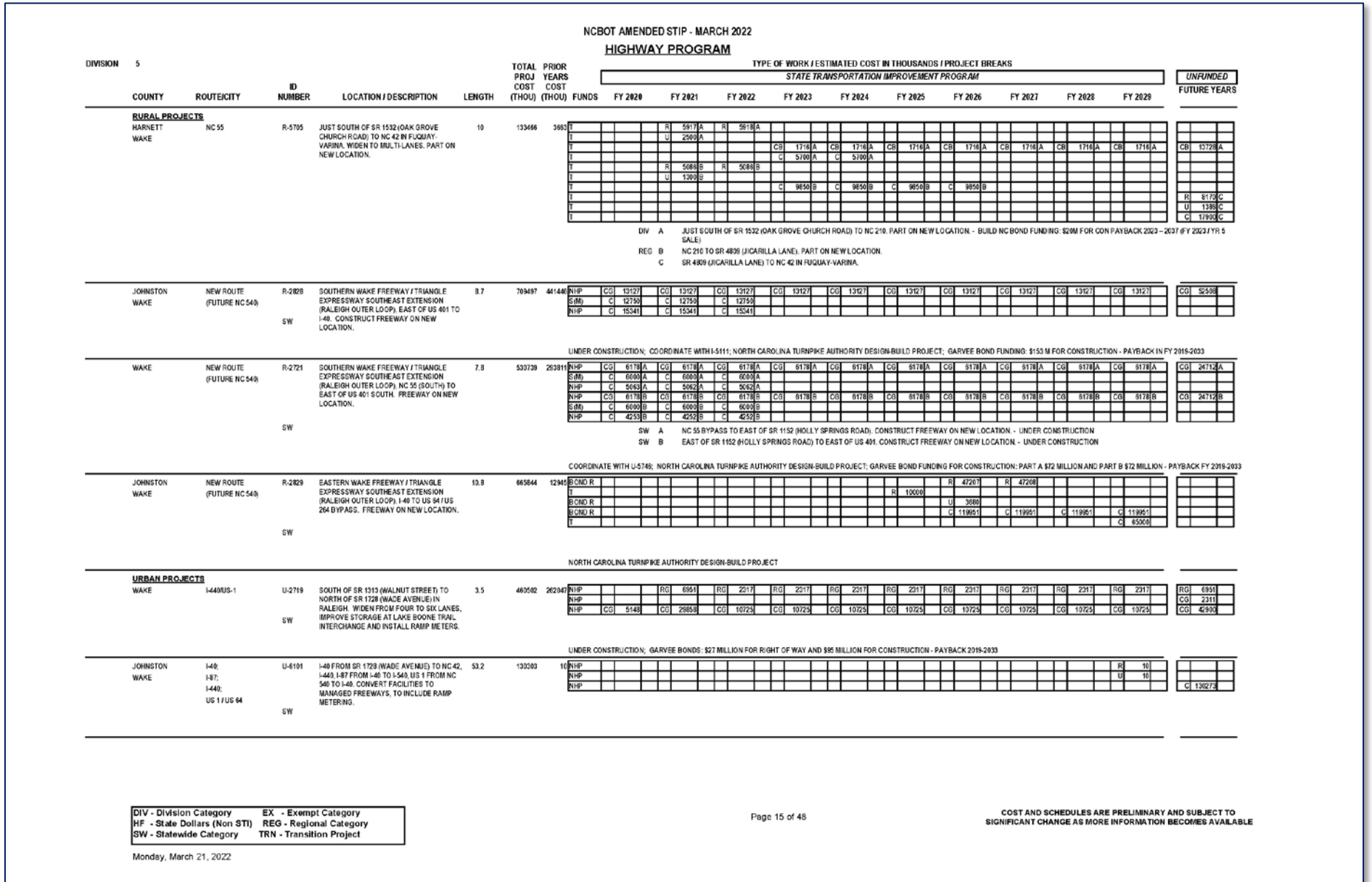
- Schedules for 34% of projects did NOT change
- # and length of schedule changes varies by STI category

Other:

- Some non-committed projects were programmed to meet STI minimum funding requirements

2024-2033 STIP Format

2020-2029 STIP Format – Not User Friendly



NCBOT AMENDED STIP - MARCH 2022

HIGHWAY PROGRAM

DIVISION 5

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

STATE TRANSPORTATION IMPROVEMENT PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	UNFUNDED FUTURE YEARS
RURAL PROJECTS																		
HARNETT WAKE	NC 55	R-5705	JUST SOUTH OF SR 1532 (OAK GROVE CHURCH ROAD) TO NC 42 IN FUQUAY-VARINA. WIDEN TO MULTI-LANES. PART ON NEW LOCATION.	10	133466	3883	T		R 5917 A	R 5918 A								CB 15728 A
							T		U 2500 A									
							T				CB 1716 A	CB 1716 A	CB 1716 A	CB 1716 A	CB 1716 A	CB 1716 A	CB 1716 A	
							T				C 5700 A	C 5700 A						
							T		R 5088 B	R 5088 B								
							T		U 1300 B									R 8170 C
							T				C 9850 B	C 9850 B	C 9850 B	C 9850 B				U 1388 C
							T											C 17900 C
							T											

DIV A JUST SOUTH OF SR 1532 (OAK GROVE CHURCH ROAD) TO NC 210. PART ON NEW LOCATION. - BUILD NC BOND FUNDING: $20M FOR CON PAYBACK 2023 – 2037 (FY 2023 / YR 5 SALE)

REG B NC 210 TO SR 4809 (JICARILLA LANE). PART ON NEW LOCATION.

C SR 4809 (JICARILLA LANE) TO NC 42 IN FUQUAY-VARINA.

JOHNSTON WAKE	NEW ROUTE (FUTURE NC 540)	R-2828 SW	SOUTHERN WAKE FREEWAY / TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION (RALEIGH OUTER LOOP). EAST OF US 401 TO I-40. CONSTRUCT FREEWAY ON NEW LOCATION.	8.7	709497	441446	NHP	CG 13127	CG 13127	CG 13127	CG 13127	CG 13127	CG 13127	CG 13127	CG 13127	CG 13127	CG 13127	CG 52508
							S(M)	C 12750	C 12750	C 12750								
							NHP	C 15341	C 15341	C 15341								

UNDER CONSTRUCTION; COORDINATE WITH I-5111; NORTH CAROLINA TURNPIKE AUTHORITY DESIGN-BUILD PROJECT; GARVEE BOND FUNDING: $153 M FOR CONSTRUCTION - PAYBACK IN FY 2019-2033

WAKE	NEW ROUTE (FUTURE NC 540)	R-2721 SW	SOUTHERN WAKE FREEWAY / TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION (RALEIGH OUTER LOOP). NC 55 (SOUTH) TO EAST OF US 401 SOUTH. FREEWAY ON NEW LOCATION.	7.8	530739	293911	NHP	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 6178 A	CG 24712 A
							S(M)	C 6000 A	C 6000 A	C 6000 A								
							NHP	C 5063 A	C 5062 A	C 5062 A								
							NHP	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 6178 B	CG 24712 B
							S(M)	C 6000 B	C 6000 B	C 6000 B								
							NHP	C 4253 B	C 4252 B	C 4252 B								

SW A NC 55 BYPASS TO EAST OF SR 1152 (HOLLY SPRINGS ROAD). CONSTRUCT FREEWAY ON NEW LOCATION. - UNDER CONSTRUCTION

SW B EAST OF SR 1152 (HOLLY SPRINGS ROAD) TO EAST OF US 401. CONSTRUCT FREEWAY ON NEW LOCATION. - UNDER CONSTRUCTION

COORDINATE WITH U-5748; NORTH CAROLINA TURNPIKE AUTHORITY DESIGN-BUILD PROJECT; GARVEE BOND FUNDING FOR CONSTRUCTION: PART A $72 MILLION AND PART B $72 MILLION - PAYBACK FY 2019-2033

JOHNSTON WAKE	NEW ROUTE (FUTURE NC 540)	R-2829 SW	EASTERN WAKE FREEWAY / TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION (RALEIGH OUTER LOOP). I-40 TO US 64 / US 264 BYPASS. FREEWAY ON NEW LOCATION.	10.8	665844	12945	BOND R										R 47207	R 47208						
							T						R 10000											
							BOND R										U 3680							
							BOND R										C 119951	C 119951	C 119951	C 119951				
							T															C 65000		

NORTH CAROLINA TURNPIKE AUTHORITY DESIGN-BUILD PROJECT

URBAN PROJECTS

WAKE	I-440/US-1	U-2719 SW	SOUTH OF SR 1313 (WALNUT STREET) TO NORTH OF SR 1728 (WADE AVENUE) IN RALEIGH. WIDEN FROM FOUR TO SIX LANES, IMPROVE STORAGE AT LAKE BOONE TRAIL INTERCHANGE AND INSTALL RAMP METERS.	3.5	460582	262047	NHP			RG 6951	RG 2317	RG 2317	RG 2317	RG 2317	RG 2317	RG 2317	RG 2317	RG 2317	RG 6951
							NHP																						CG 2311
							NHP	CG 5148	CG 29858	CG 10725	CG 10725	CG 10725	CG 10725	CG 10725	CG 10725	CG 10725	CG 10725	CG 42900

UNDER CONSTRUCTION; GARVEE BONDS: $27 MILLION FOR RIGHT OF WAY AND $95 MILLION FOR CONSTRUCTION - PAYBACK 2019-2033

JOHNSTON WAKE	I-40; I-87; I-440; US 1 / US 64	U-6101 SW	I-40 FROM SR 1728 (WADE AVENUE) TO NC 42, I-440, I-87 FROM I-40 TO I-540, US 1 FROM NC 540 TO I-40. CONVERT FACILITIES TO MANAGED FREEWAYS, TO INCLUDE RAMP METERING.	53.2	130383	10	NHP																R 10			
							NHP																U 10			
							NHP																			C 130273

DIV - Division Category EX - Exempt Category
HF - State Dollars (Non STI) REG - Regional Category
SW - Statewide Category TRN - Transition Project

Monday, March 21, 2022

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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

Project Prioritization Status for the 2024-2033 STIP

Project Prioritization Status

BOT agreed to Workgroup Recommendation of a 5-year window

Projects with first year of ROW or CON in FY 2028 or earlier are "Scheduled for Delivery"

Projects with first year of ROW or CON in FY 2029 or later "Will be Reprioritized" in P7.0

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Next Steps / Schedule

2024-2033 STIP Next Steps / Schedule

Local Officials Education Webinar on May 17th

- Commissioners, Councilmembers, Mayors, Managers, etc.

STIP coordination meetings with MPO/RPOs as needed

Project swaps due to STIP managers by September 30th

Revised Draft STIP by December 2022

Public Involvement

Final 2024-2033 STIP to be adopted by BOT in Summer 2023

Prioritization Next Steps and Schedule

P7 Workgroup will likely begin Fall 2022

P7 should generate the 2026-2035 STIP

- Return to two-year Prioritization/STIP cycle

Anticipated P7 submittal window: Summer 2023

Anticipated P7 quantitative scores and 2026-2035 Statewide Mobility programming: Spring 2024

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2024-2033 STIP Next Steps / Schedule

PROGRAMMING



PRIORITIZATION 7.0



Discussion



2024-2033 Draft STIP

Changes to WMPO Projects

June 2022

WMPO Wilmington Urban Area Metropolitan Planning Organization www.wmpo.org



Presentation Overview

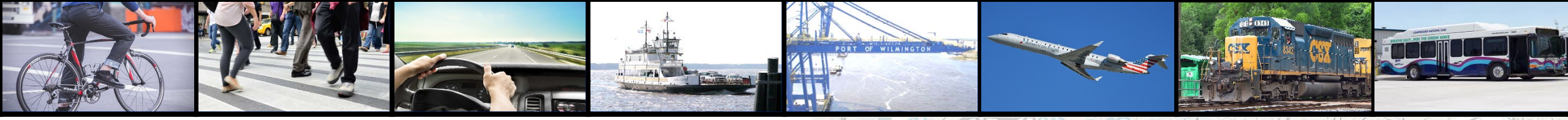
- Projects Becoming Unfunded (11)
- Projects Becoming PE Only (9)
- Schedule Changes (7)
- Projects Unchanged (17)



Projects Becoming Unfunded

							Current STIP	
STIP #	Name	Description	Cost	Funding Tier	Prioritization Round	Score*	R/U	Constr.
U-5734	US 421 (South Front St)	Widen to Multi-Lanes from Cape Fear Memorial Bridge to Burnett Blvd	$25.3 million	Regional Impact	P4.0	74.21	FY 29	Future Year
U-5702B	NC 132 (College Rd)	Access Management and Travel Time Improvements from US 117 (Shipyard Blvd) to US 421 (Carolina Beach Rd)	$56.6 million	Regional Impact	P5.0	76.52	FY 25	Future Year
U-6128	US 76 (Oleander Dr)	Greenville Loop Rd and Greenville Avenue, Upgrade Intersection	$9.3 million	Regional Impact	P5.0 (Not Committed)	74.84	FY 29	Future Year
F-5705	Southport-Ft Fisher	Construct River Class Ferry	$14 million	Regional Impact	P5.0 (Not Committed)	82.22	N/A	FY 29

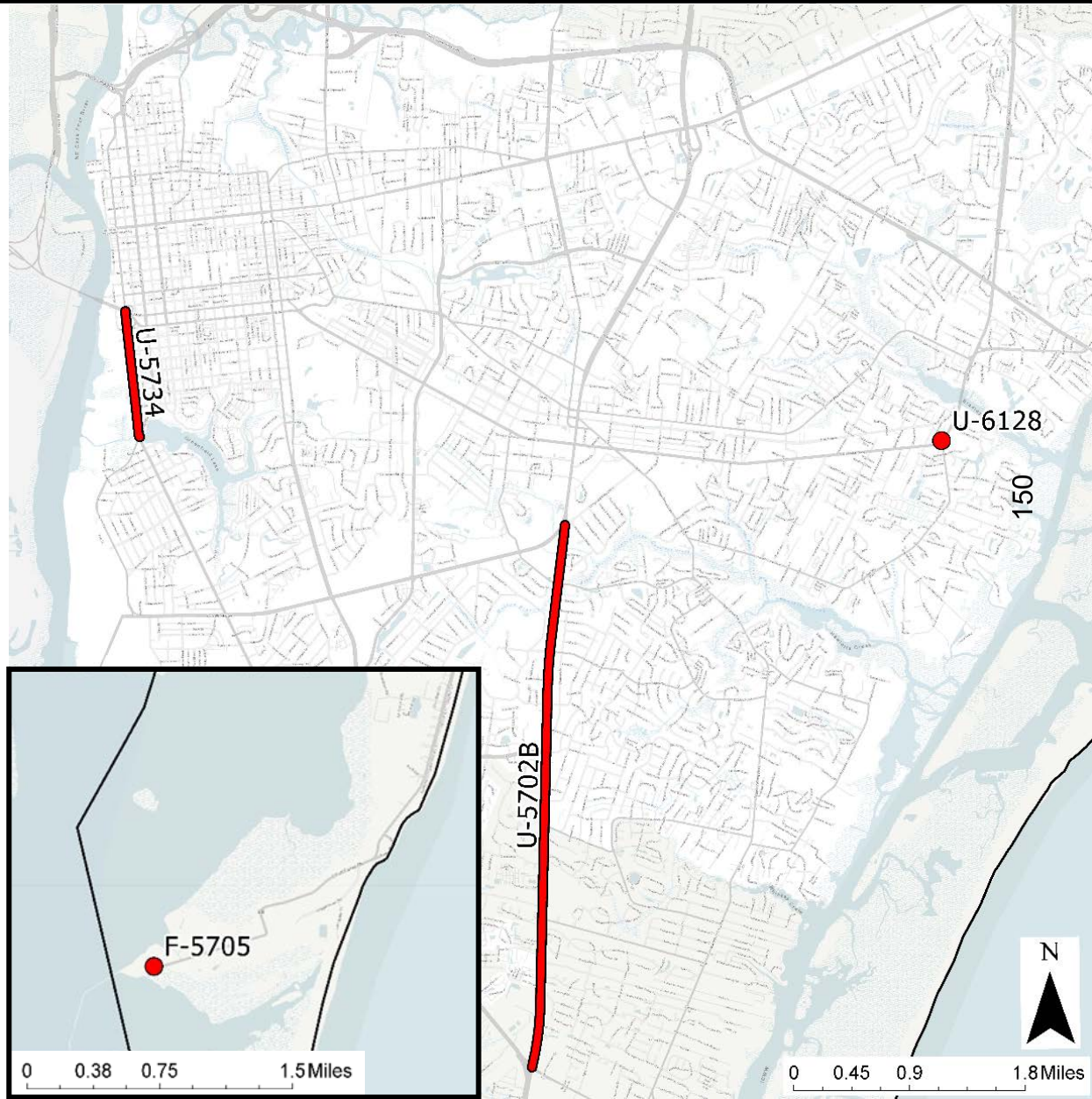
*Prioritization score at the time the project was committed or added to the work program



Projects Becoming Unfunded (Map)

PROJECTS SHOWN:		
STIP #	Name	Description
U-5734	US 421 (South Front St)	Widen to Multi-Lanes from Cape Fear Memorial Bridge to Burnett Blvd
U-5702B	NC 132 (College Rd)	Access Management and Travel Time Improvements from US 117 (Shipyard Blvd) to US 421 (Carolina Beach Rd)
U-6128	US 76 (Oleander Dr)	Greenville Loop Rd and Greenville Avenue, Upgrade Intersection
F-5705	Southport-Ft Fisher	Construct River Class Ferry

For additional details, see previous slide.





Projects Becoming Unfunded

Current STIP

STIP #	Name	Description	Cost	Funding Tier	Prioritization Round	Score*	R/U	Constr.
U-5954	NC 133 (Castle Hayne Rd)	Construct a roundabout at N 23rd Street	$5.0 million	Regional Impact	P4.0	72.72	FY 25	FY 27
U-5863	NC 133 (Castle Hayne Rd)	Widen to Multi-Lanes from I-140/US 17 (Wilmington Bypass) to SR 1310 (Division Drive)	$36.2 million	Regional Impact	P4.0	69.30	FY 25	Future Year
AV-5886	ILM	Taxiway J Improvements	$5.6 million	Statewide Mobility	P5.0 (Not Committed)	83.20	N/A	FY 27
AV-5795	ILM	Expand the General Aviation Apron	$1.3 million	Statewide	P5.0	74.79	N/A	FY 29
AV-5799	ILM	Widen North-South Taxiway System	$6.5 million	Statewide	P5.0 (Not Committed)	81.55	N/A	FY 27
AV-5885	ILM	Rehabilitate Runway	$7.5 million	Statewide	P5.0 (Not Committed)	87.48	N/A	FY 27
AV-5796	ILM	Increase Width of all Taxiways	$3.8 million	Statewide	P5.0 (Not Committed)	80.16	N/A	FY 26

*Prioritization score at the time the project was committed or added to the work program

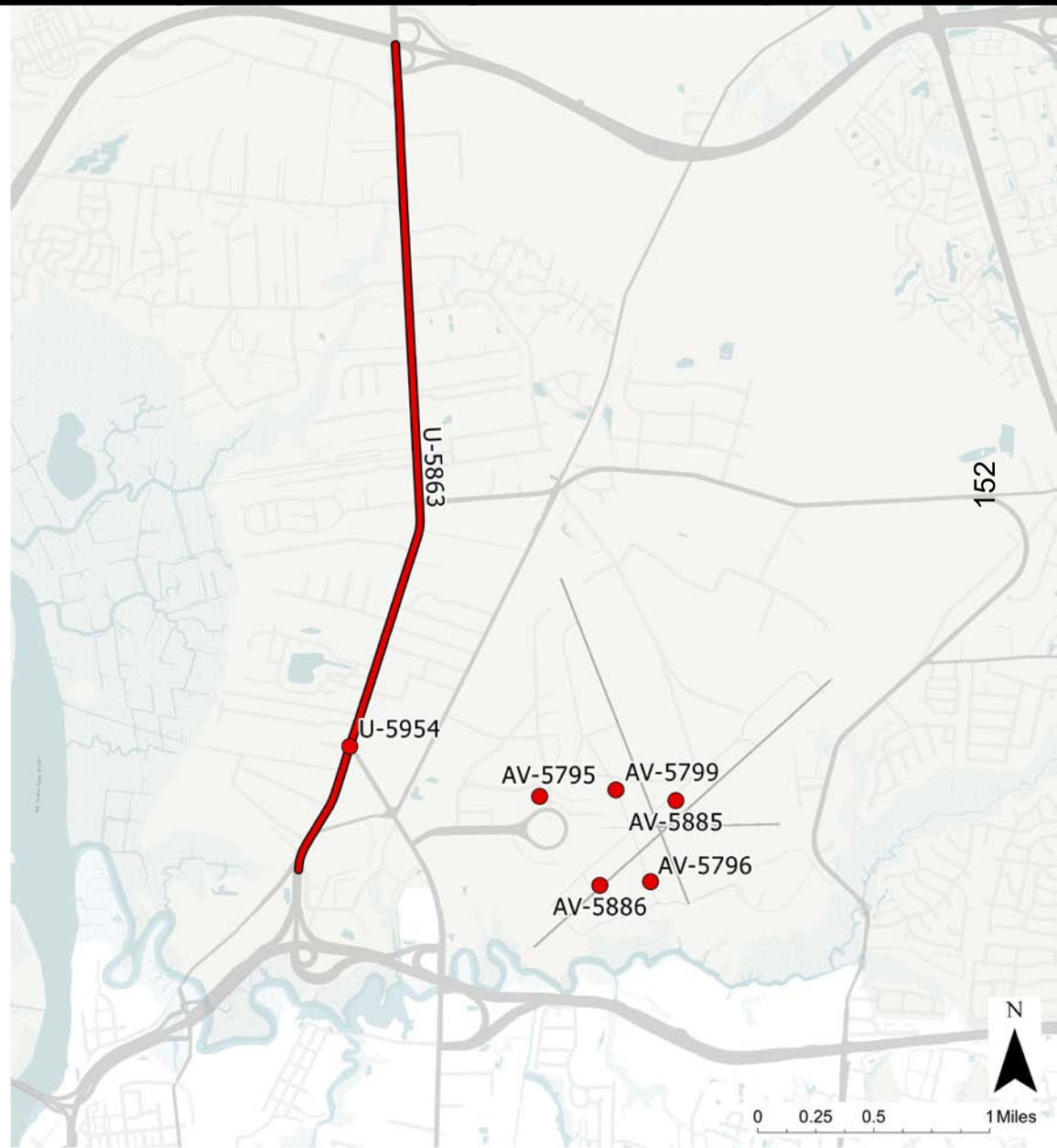
WMPO Wilmington Urban Area Metropolitan Planning Organization www.wmpo.org



Projects Becoming Unfunded (Map)

PROJECTS SHOWN:		
STIP #	Name	Description
U-5954	NC 133 (Castle Hayne Rd)	Construct a roundabout at N 23rd Street
U-5863	NC 133 (Castle Hayne Rd)	Widen to Multi-Lanes from I-140/US 17 (Wilmington Bypass) to SR 1310 (Division Drive)
AV-5886	ILM	Taxiway J Improvements
AV-5795	ILM	Expand the General Aviation Apron
AV-5799	ILM	Widen North-South Taxiway System
AV-5885	ILM	Rehabilitate Runway
AV-5796	ILM	Increase Width of all Taxiways

For additional details, see previous slide.



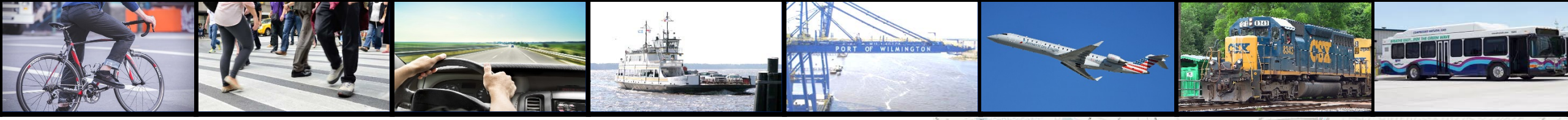


Projects Becoming PE Only

*Prioritization score at the time the project was committed

Current STIP

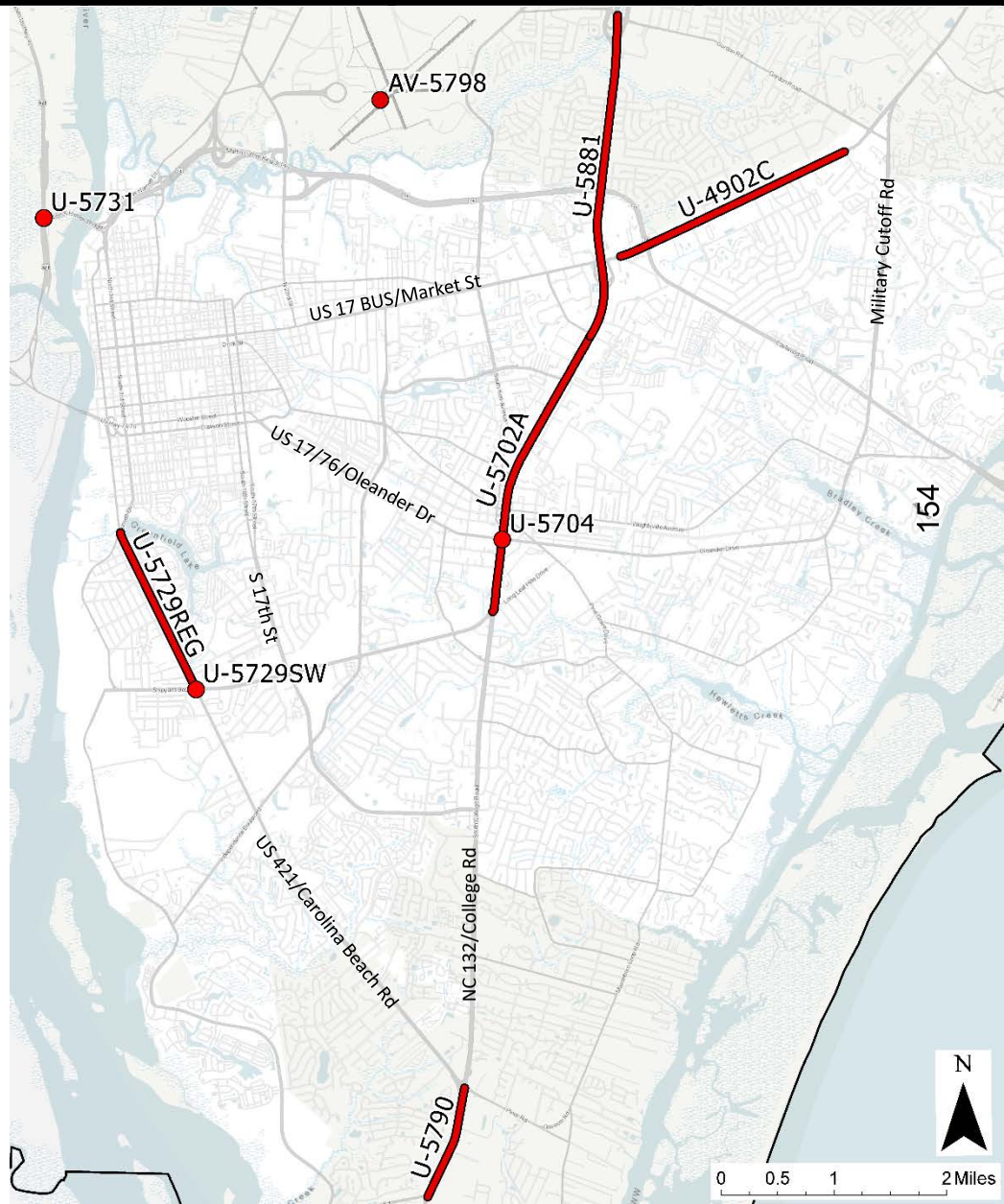
STIP #	Project Name	Description	Cost	Funding Tier	Prioritization Round	Score*	R/U	Constr.
U-5731	US 421/ Isabel Holmes Bridge	Construct Fly-Over Interchange	$36.9 million	Statewide Mobility	P4.0	77.64	FY 24	FY 28
U-5729REG	US 421 (Carolina Beach Rd)	Upgrade Roadway from Burnett Blvd to US 117 (Shipyard Blvd)	$43.9 million	Regional Impact	P3.0	69.83	Ongoing	FY 29
U-5729SW	US 421 (Carolina Beach Rd)	US 117 (Shipyard Blvd) Intersection Improvements	$11.0 million	Statewide Mobility	P3.0	45.25	Ongoing	FY 29
U-5790	US 421 (Carolina Beach Rd)	NC 132 (S College Rd) to Sanders Road; Widen and Construct Flyovers at US 421 (Carolina Beach Rd) and NC 132 (S College Rd)	$33.0 million	Division Need	P3.0	58.74	FY 29	Future Year
U-5881	NC 132 (College Rd)	Upgrade Roadway from Gordon Rd to New Centre Dr	$102.6 million	Statewide Mobility	P4.0	77.97	FY 29	Future Year
U-5702A	NC 132 (College Rd)	Access Management and Travel Time Improvements from New Centre Dr to US 117 (Shipyard Blvd)	$36.5 million	Statewide Mobility	P4.0	78.96	FY 24	Future Year
U-5704	NC 132 (College Rd)	US 76 (Oleander Dr) Intersection Improvements	$37.7 mil	Statewide	P4.0	86.40	FY 29	Future Year
U-4902C	US 17 Business	North of US 117/NC 132 to Station Road Access Management	$91.2 million	Statewide Mobility	P3.0	45.25	Ongoing	FY 29
AV-5798	ILM	Taxiway Improvements	$5.6 mil	Statewide	P4.0	77.04	N/A	FY 28



Projects Becoming PE Only (Map)

PROJECTS SHOWN:		
STIP #	Project Name	Description
U-5731	US 421/ Isabel Holmes Bridge	Construct Fly-Over Interchange
U-5729REG	US 421 (Carolina Beach Rd)	Upgrade Roadway from Burnett Blvd to US 117 (Shipyard Blvd)
U-5729SW	US 421 (Carolina Beach Rd)	US 117 (Shipyard Blvd) Intersection Improvements
U-5790	US 421 (Carolina Beach Rd)	NC 132 (S College Rd) to Sanders Road; Widen and Construct Flyovers at US 421 (Carolina Beach Rd) and NC 132 (S College Rd)
U-5881	NC 132 (College Rd)	Upgrade Roadway from Gordon Rd to New Centre Dr
U-5702A	NC 132 (College Rd)	Access Management and Travel Time Improvements from New Centre Dr to US 117 (Shipyard Blvd)
U-5704	NC 132 (College Rd)	US 76 (Oleander Dr) Intersection Improvements
U-4902C	US 17 Business	North of US 117/NC 132 to Station Road Access Mgmt.
AV-5798	ILM	Taxiway Improvements

For additional details, see previous slide.



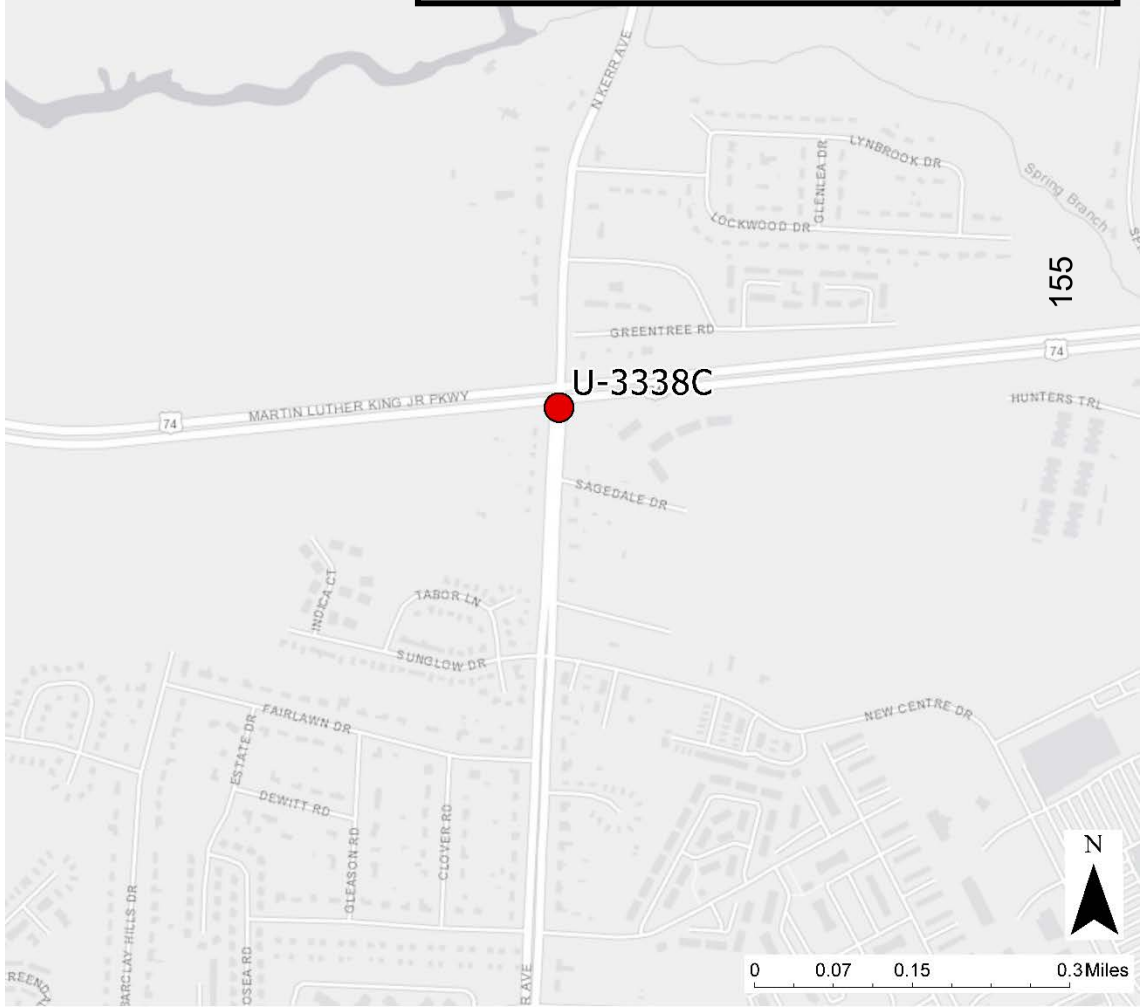


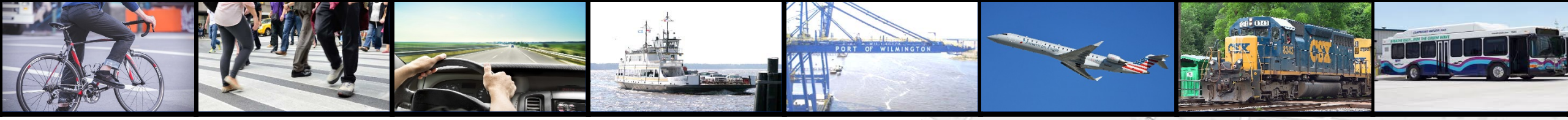
Schedule Changes

	STIP #	U-3338C
	Project Name	SR 1175 (Kerr Ave)
	Description	Interchange at MLK and Kerr
	Cost	$26.8 million
	Funding Tier	Regional Impact
	Prioritization Round	P3.0
	Score*	57.71
Current STIP	**ROW/Utilities**	In Progress
	Construction	FY 2029
Draft STIP	**ROW/Utilities**	In Progress
	Construction	FY 2027
	R/U Change (years)	0
	Constr. Change (years)	-2

*Prioritization score at the time the project was committed

U-3338C
Kerr Ave Interchange at MLK



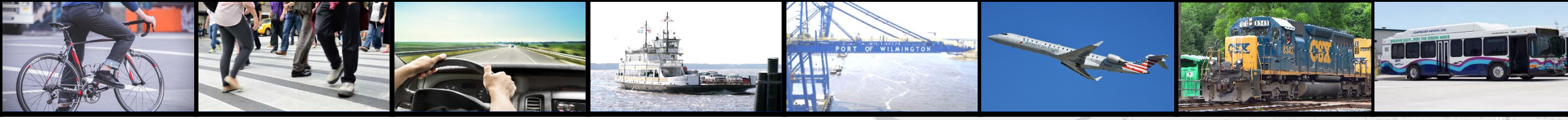


Schedule Changes

	STIP #	U-6201
	Project Name	SR 1175 (Kerr Ave)
	Description	Construct Roadway on New Location
	Cost	$9.1 million
	Funding Tier	Division Need
	Prioritization Round	P5.0
	Score*	84.12
Current STIP	ROW/Utilities	FY 2028
	Construction	Future Year
Draft STIP	ROW/Utilities	FY 2028
	Construction	FY 2030
R/U Change (years)		0
Constr. Change (years)		0

*Prioritization score at the time the project was committed

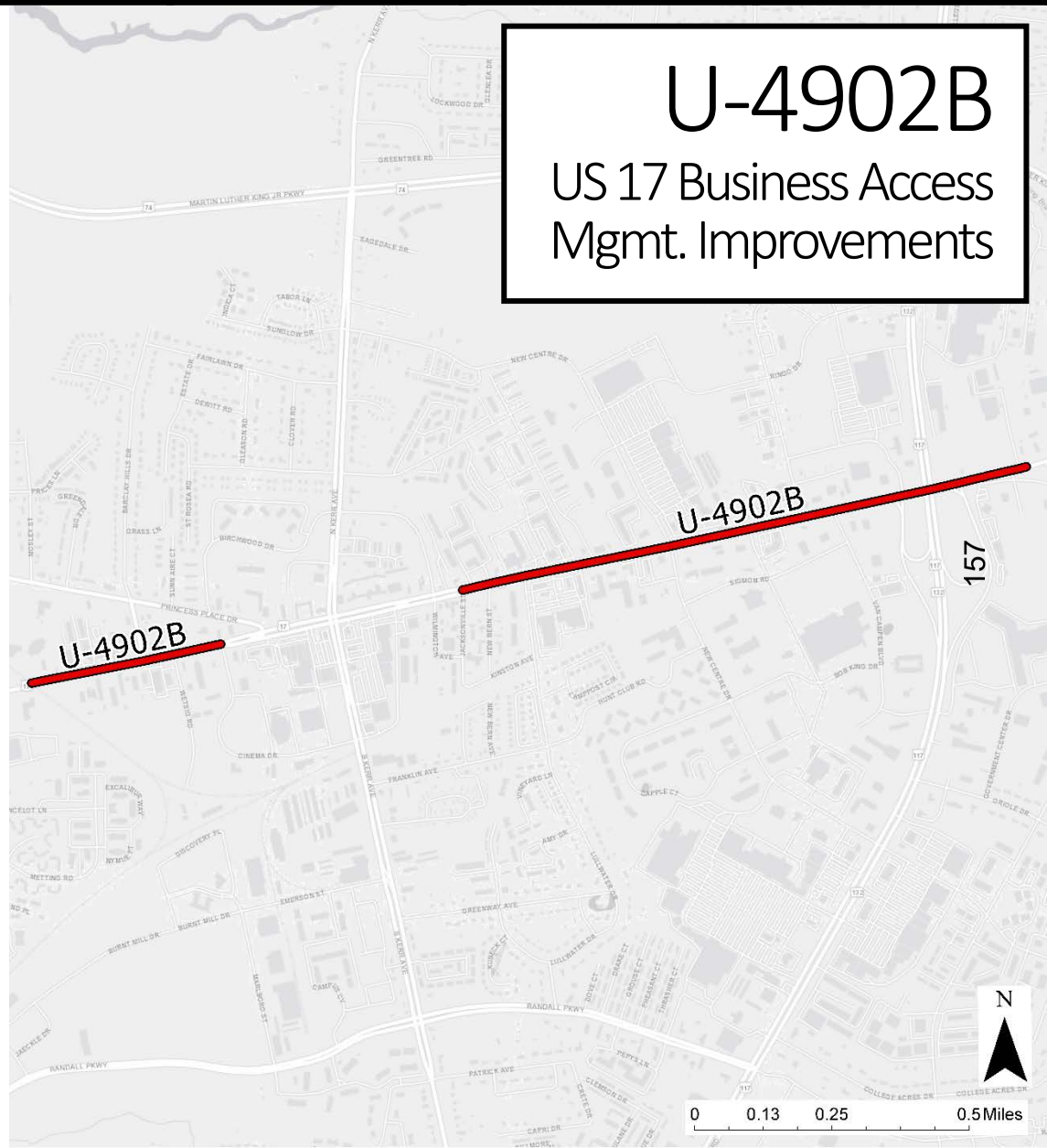




Schedule Changes

	STIP #	U-4902B
	Project Name	US 17 Business
	Description	Access Mgmt. Improvements
	Cost	$23.3 million
	Funding Tier	Regional Impact
	Prioritization Round	P3.0
	Score*	57.54
Current STIP	ROW/Utilities	In Progress
	Construction	FY 2029
Draft STIP	ROW/Utilities	FY 2027
	Construction	FY 2029
R/U Change (years)		5
Constr. Change (years)		0

*Prioritization score at the time the project was committed





Schedule Changes

	STIP #	U-4434
	Project Name	SR 1209 (Independence Blvd Ext.)
	Description	Construct roadway on new location
	Cost	$193.1 million
	Funding Tier	Division Need
	Prioritization Round	P4.0
	Score*	85.00
Current STIP	**ROW/Utilities**	FY 2024
	Construction	FY 2028
Draft STIP	**ROW/Utilities**	FY 2027
	Construction	FY 2029
R/U Change (years)		3
Constr. Change (years)		1

*Prioritization score at the time the project was committed

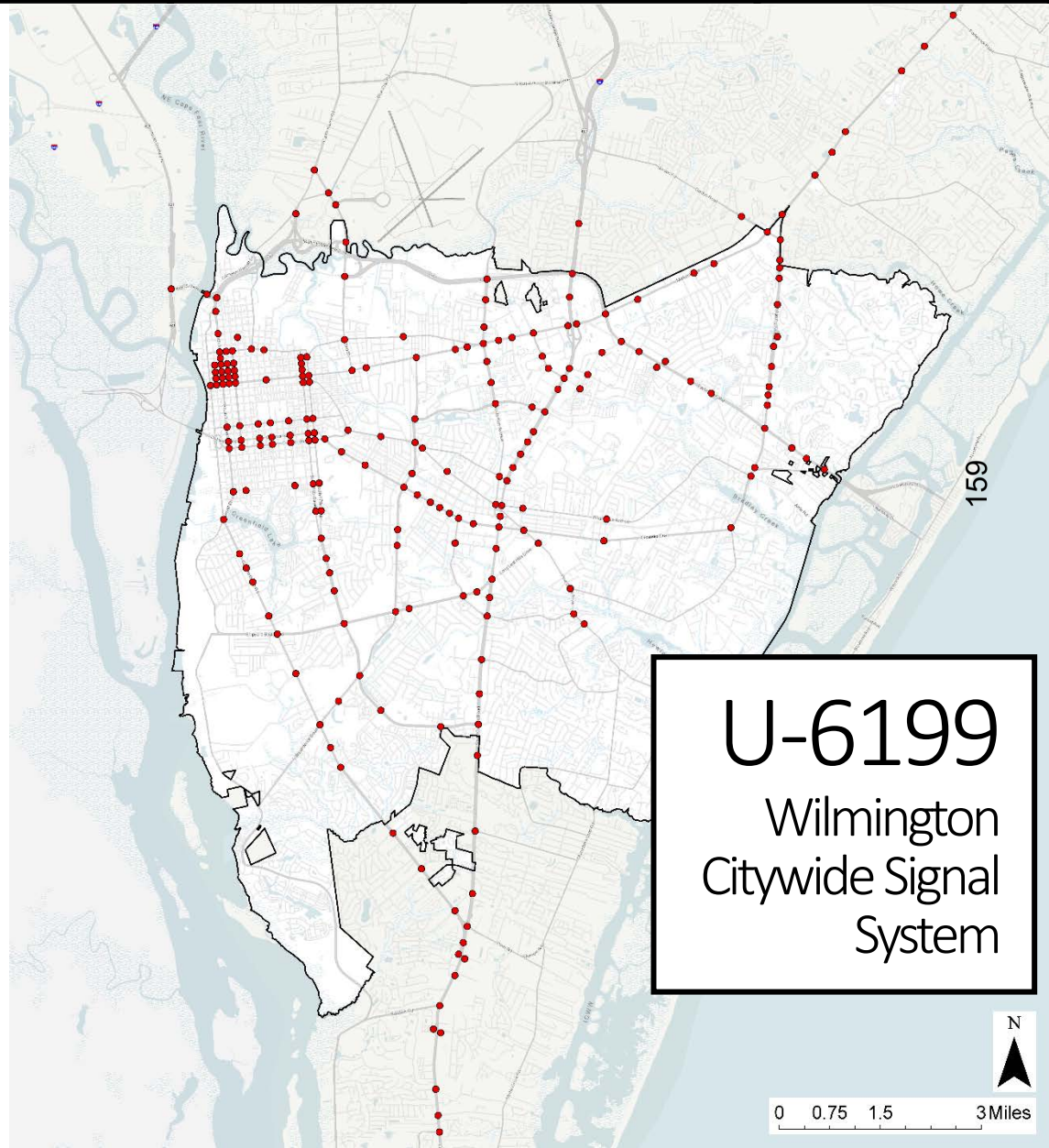




Schedule Changes

	STIP #	U-6199
	Project Name	Wilmington
	Description	Citywide Signal System
	Cost	$16.4 million
	Funding Tier	Division Need
	Prioritization Round	P5.0
	Score*	88.33
Current STIP	ROW/Utilities	FY 2028
	Construction	Future Year
Draft STIP	ROW/Utilities	FY 2028
	Construction	FY 2030
R/U Change (years)		0
Constr. Change (years)		0

*Prioritization score at the time the project was committed





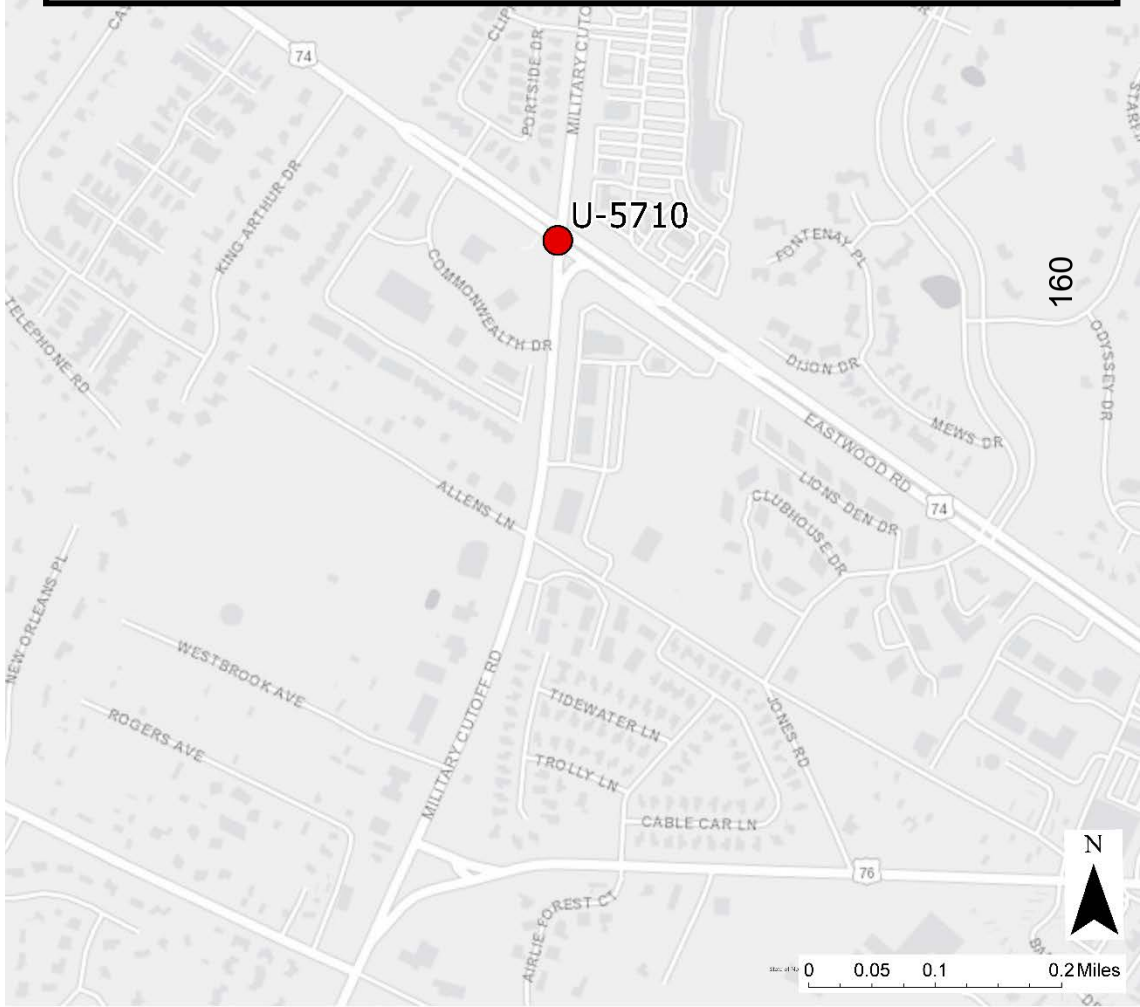
Schedule Changes

	STIP #	U-5710
	Project Name	US 74 (Eastwood Road)
	Description	Convert at-grade intersection to interchange at Military Cutoff
	Cost	$66.4 million
	Funding Tier	Statewide Mobility
	Prioritization Round	P3.0
	Score*	58.84
Current STIP	**ROW/Utilities**	FY 2023
	Construction	FY 2025
Draft STIP	**ROW/Utilities**	FY 2023
	Construction	FY 2026
R/U Change (years)		0
Constr. Change (years)		1

*Prioritization score at the time the project was committed

U-5710

Eastwood Road & Military Cutoff Interchange





Schedule Changes

	STIP #	AV-5730
	Project Name	Wilmington International Airport (ILM)
	Description	Extend Runway 6-24 Phase 1
	Cost	$5.0 million
	Funding Tier	Statewide Mobility
	Prioritization Round	P3.0
	Score*	46.15
Current STIP	**ROW/Utilities**	N/A
	Construction	FY 2022
Draft STIP	**ROW/Utilities**	N/A
	Construction	FY 2028
R/U Change (years)		N/A
Constr. Change (years)		6

*Prioritization score at the time the project was committed

AV-5730

ILM Runway 6-24 Extension Phase 1





Projects Unchanged

							Current STIP	
STIP #	**Name**	**Description**	**Cost**	**Funding Tier**	**Prioritization Round**	**Score***	**R/U**	**Constr.**
U-5914	NC 133 (from US 17/74/76 to Old River Rd)	Modernize Roadway	$2.4 million	Division Need	P3.0	52.23	Ongoing	FY 22
U-4751A	Lendire Rd	Realign Roadway	N/A	Statewide	P3.0	58.46	Complete	Ongoing
U-5710A	Drysdale Dr Extension	Construct Route on New Location	$7.5 million	Statewide Mobility	P3.0	58.84	Ongoing	FY 22
U-5926	23rd to 26th St Connector	Construct New Route on New Location between 23rd and 26th Streets	$9.1 million	Division Need	Economic Development Funded	N/A	FY 23	FY 24
U-4751	Military Cutoff Extension	Construct New Route on New Location	$79.5 million	Statewide Mobility	P3.0	58.46	Complete	Ongoing
U-6202	Gordon Rd Widening	Widen Roadway	$41.0 million	Division Need	P5.0	80.14	FY 22	FY 24

*Prioritization score at the time the project was committed



Projects Unchanged (Map)

PROJECTS SHOWN:		
STIP #	**Name**	**Description**
U-5914	NC 133 (from US 17/74/76 to Old River Rd)	Modernize Roadway
U-4751A	Lendire Rd	Realign Roadway
U-5710A	Drysdale Dr Extension	Construct Route on New Location
U-5926	23rd to 26th St Connector	Construct New Route on New Location between 23rd and 26th Streets
U-4751	Military Cutoff Extension	Construct New Route on New Location
U-6202	Gordon Rd Widening	Widen Roadway

For additional details, see previous slide.



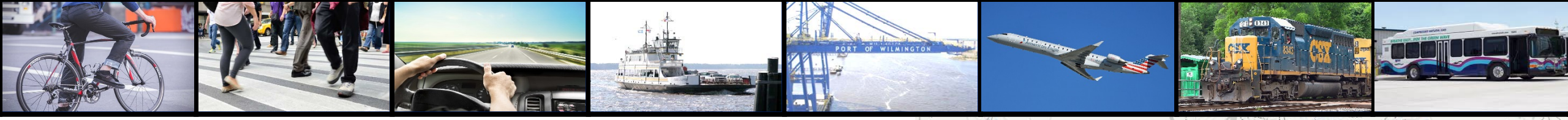


Projects Unchanged

Current STIP

STIP #	Name	Description	Cost	Funding Tier	Prioritization Round	Score*	R/U	Constr.
U-4902D	US 17 Business Improvements (Middle Sound Loop Rd to Marsh Oaks Dr)	Access Management Improvements	$28.9 million	Statewide Mobility	P3.0	44.97	Complete	Ongoing
U-5792	MLK at College Interchange	Convert At-grade Intersection to Interchange	$47.8 million	Division Need	P3.0	56.53	FY 24	FY 26
AV-5801	ILM	Expansion of Air Carrier Apron	$3.9 million	Statewide Mobility	P5.0	76.96	N/A	Ongoing
AV-5713	ILM	Pipe Ditches in FBO #2 Area	N/A	Statewide	P3.0	60.43	N/A	Ongoing
AV-5702	ILM	Rehabilitate GA Apron North	N/A	Statewide	P3.0	73.27	N/A	Ongoing
AV-5704	ILM	Upgrade Airfield Lighting Vault	N/A	Statewide	P3.0	68.87	N/A	Ongoing
EB-5600	South 17th Street (Harbour Dr to Shipyard Blvd)	Construct Multi-use Path	$0.9 million	Division Need	P3.0	82.70		FY 23

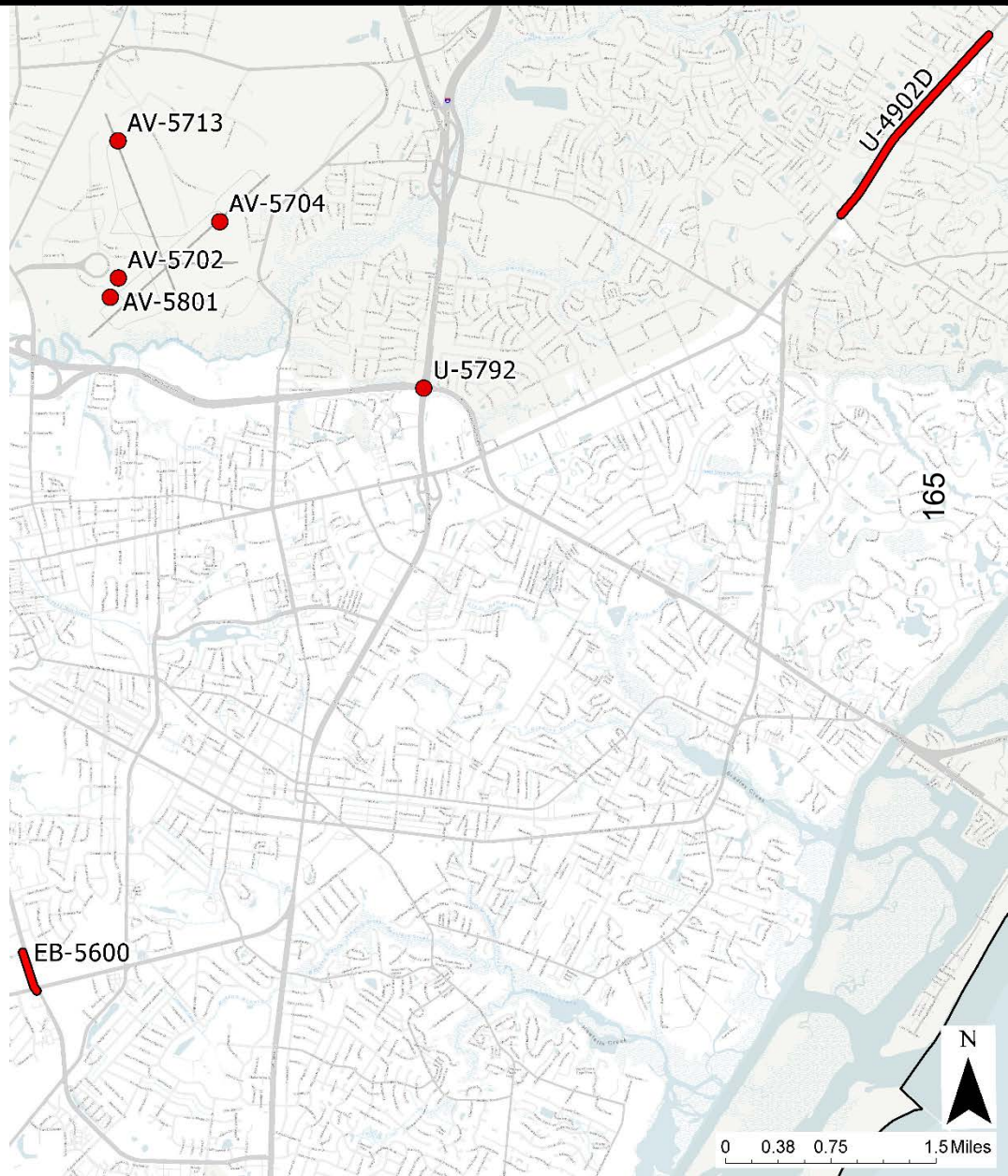
*Prioritization score at the time the project was committed



Projects Unchanged (Map)

PROJECTS SHOWN:		
STIP #	**Name**	**Description**
U-4902D	US 17 Business Improvements (Middle Sound Loop Rd to Marsh Oaks Dr)	Access Management Improvements
U-5792	MLK at College Interchange	Convert At-grade Intersection to Interchange
AV-5801	ILM	Expansion of Air Carrier Apron
AV-5713	ILM	Pipe Ditches in FBO #2 Area
AV-5702	ILM	Rehabilitate GA Apron North
AV-5704	ILM	Upgrade Airfield Lighting Vault
EB-5600	South 17th Street (Harbour Dr to Shipyard Blvd)	Construct Multi-use Path

For additional details, see previous slide.





Projects Unchanged

						Current STIP	
STIP #	**Name**	**Description**	**Cost**	**Funding Tier**	**Prioritization Round**	**Score***	**R/U**	**Constr.**
R-3300A	Hampstead Bypass	New Route on New Location (US 17 Bypass South of Hampstead to NC 210)	$146.9 million	Regional Impact	P5.0	77.66	Ongoing	FY 27
R-3300B	Hampstead Bypass	New Route on New Location (NC 210 to US 17 North of Hampstead)	$231.0 million	Regional Impact	P4.0	72.44	Complete	Ongoing
U-5732	US 17	Convert to Superstreet from SR 1582 (Washington Acres Rd) to Vista Ln	$35.9 million	Regional Impact	P3.0	59.68	Ongoing	FY 29
F-5707	Southport-Ft Fisher	Construct Mooring Facilities	$5.0 million	Regional Impact	P5.0	73.89	N/A	FY 25

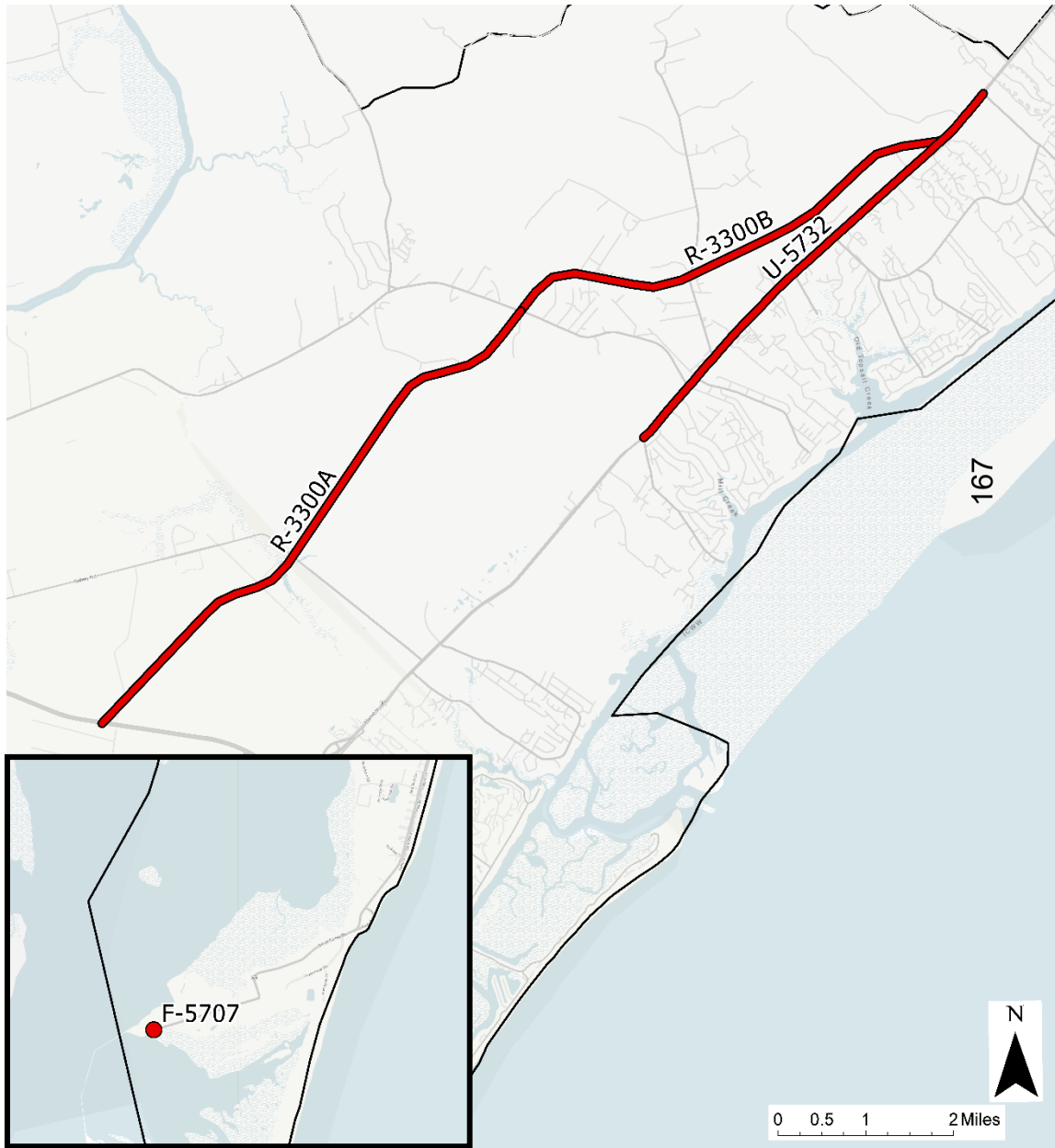
*Prioritization score at the time the project was committed



Projects Unchanged (Map)

PROJECTS SHOWN:		
STIP #	**Name**	**Description**
R-3300A	Hampstead Bypass	New Route on New Location (US 17 Bypass South of Hampstead to NC 210)
R-3300B	Hampstead Bypass	New Route on New Location (NC 210 to US 17 North of Hampstead)
U-5732	US 17	Convert to Superstreet from SR 1582 (Washington Acres Rd) to Vista Ln
F-5707	Southport-Ft Fisher	Construct Mooring Facilities

For additional details, see previous slide.





2024 – 2033 Development Schedule

Next Steps	Timeframe
STIP outreach sessions, draft STIP public comment period, MPO/RPO coordination meetings, consideration for project swaps	Spring 2022 – Fall 2022
Project swap deadline	September 30, 2022
Revised draft STIP released	December 2022
Revised draft STIP public comment period	Winter 2023 – Spring 2023
NCDOT finalizes and releases 2024-2033 STIP	Spring 2023
MPOs approve TIPs, FHWA approves 2024-2033 STIP	Summer 2023



Questions?

Mike Kozlosky

Executive Director

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WMPO Wilmington Urban Area Metropolitan Planning Organization www.wmpo.org

KURE BEACH BIYCLE AND PEDESTRIAN PLAN

Project Description/Scope: The Town of Kure Beach, Alta, and the WMPO kicked off development of a bicycle and pedestrian plan for the Town of Kure Beach in September 2021. The plan is intended to aid the Town in the development and prioritization of its bicycle and pedestrian infrastructure needs. A kick-off meeting to discuss the Town's existing bicycle and pedestrian infrastructure and develop a timeline and strategy for public engagement was held in mid-October. A 3-day charrette activity was held November 30th through December 2nd. The charrette included two public meetings and stakeholder interviews. Approximately 150 members of the public attended the two public meetings, with an additional 436 responses providing input through the online interactive map tool. Alta completed an initial draft of the final plan and released to the Steering Committee for initial review in late February 2022. A 30-day public comment period was held during the month of March and included a formal presentation by Alta to Kure Town Council. Kure Beach Town Council adopted the plan on May 23, 2022.

Project Status and Next Steps:

- Presentation and consideration for adoption of final plan to WMPO Board in June 2022

WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE

Project Description/Scope: The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan's update. The Steering Committee held its first meeting on Monday, March 28th. During the meeting, Steering Committee members discussed their visions for the future of walking in the City; reviewed the successes of the current plan and opportunities to build upon; and began identification of where improvements will be most critical in the future. Alta completed a draft existing conditions analysis and an infrastructure safety analysis. The infrastructure safety analysis was presented to and discussed by the Steering Committee during its May 26th meeting, as well as a strategy for public engagement. A comprehensive public engagement period that includes both a survey and input map application is currently ongoing.

Project Status and Next Steps:

- Development of project and policy recommendations and review by Steering Committee planned for summer late 2022.
- Draft plan anticipated for release in fall 2022.
- Final plan presentation to City Council in December 2022.

NAVASSA COLLECTOR STREET PLAN

Project Description/Scope: In October, the Town of Navassa, the WMPO, and AECOM kicked off the development of the Navassa Collector Street Plan. Development of the plan, which will serve as an update to the 2004 Town of Navassa Collector Street Plan, is scheduled to last approximately eight months. The plan is funded as a special study in the WMPO's adopted FY 22 UPWP. The updated collector street plan will serve as a tool for the Town to guide both public and private investments in shaping the transportation network as the Town continues to grow. The plan will provide a comprehensive network of streets to safely and efficiently access major roads and thoroughfares, outline collector street design recommendations, and identify opportunities for multimodal connectivity, preparing the Town to serve future developments while preserving its existing

neighborhoods. The proposed collector street network will complement the Town's future park and trail network as well as the Comprehensive Bicycle and Pedestrian Plan currently in development. Plan development is being guided by a Steering Committee and will incorporate public input received via a public survey and both in-person and virtual public meetings.

Project Status and Next Steps:

- Draft plan (including implementation plan) from AECOM was provided on April 29th
- Final Steering Committee Meeting to be held in mid-late June to review the draft plan
- Presentation to Navassa Town Council in July 2022
- Presentation to WMPO Board in August 2022

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Formal Plan Reviews: 11 reviews
- New Hanover County Informal Plan Reviews: 6 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 10 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Development Plan Formal Reviews: 4 reviews
- Pender County Informal Plan Reviews: 2 reviews
- Pender County Concept Reviews: 0 reviews
- TIA Reviews: 40 total active (34 under review; 3 approved; 3 new): New Hanover County 12 (1 new, 11 under review), City of Wilmington 9, (1 new, 8 under review), Carolina Beach 0, Town of Belville 0, Town of Leland 7, (0 new, 6 under review, 1 approved), Town of Navassa 1, (1 under review), Pender County 9 (1 new, 6 under review, 2 approved) and Brunswick County 2, (0 new, 2 under review)
- City of Wilmington Formal Reviews: 41 reviews (7 new, 34 on-going)
- City of Wilmington Informal Reviews: 16 reviews (4 new, 12 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- City of Wilmington Full Releases: 6

STBGP-DA/TASA-DA FY 2013 to Present

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment

improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- 90% design review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- City currently requesting approval from NCDOT for final design elements and right-of-way authorization
- Begin Right-of-Way Acquisition – May 2022
- Advertise for Bid – December 2022
- Begin Construction – May 2023
- Construction Complete- January 2024

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Project Status and Next Steps:

- Began Construction – July 2021
- Project was substantially completed in January 2022.
- Official ribbon cutting occurred on 01/25. Project closeout is underway.
- Complete Project Closeout – Spring 2022

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- 90% design review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- City currently requesting approval from NCDOT for final design elements and right-of-way authorization
- Begin Right-of-Way Acquisition – May 2022
- Advertise for Bid –December 2022
- Begin Construction –May 2023
- Construction Complete- January 2024
- City is currently requesting approval from NCDOT for final design elements and right of way authorization

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- 90% design review completed in November 2021
- Requested Right-of-Way Authorization in January 2022
- City currently requesting approval from NCDOT for final design elements and right-of-way authorization
- Begin Right-of-Way Acquisition – May 2022

- Advertise for Bid –December 2022
- Begin Construction –May 2023
- Construction Complete- January 2024
- City is currently requesting approval from NCDOT for final design elements and right of way authorization

U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
- Contractor is expected to return last two-weeks in May 2022 to finish
- Project completion extended to June 30, 2022
- On hold pending negotiation of pay items and scheduling with the Contractor
- Final completion date to be determined

U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
- Contractor is expected to return last two-weeks in May 2022 to finish
- Project completion extended to June 30, 2022
- On hold pending negotiation of pay items and scheduling with the Contractor
- Final completion date to be determined

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5-foot-wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Project on hold pending resolution of contracting issues with the consultant
- Contractor is expected to return last two-weeks in May 2022 to finish
- Project completion extended to June 30, 2022
- On hold pending negotiation of pay items and scheduling with the Contractor
- Final completion date to be determined

U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS

Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- Final Approval on PS&E from NCDOT February 28, 2022
- Bid advertised on March 3, 2022 with May 3, 2022 opening date, pre-bid meeting held on March 5, 2022
- One bid submitted on May 3, 2022.
- Re-Bid opening on May 10, 2022 only received one bid. Staff did not recommend award due to budget constraints
- Submitted a Resolution to Council to Reject Bids and re-advertise on June 21st

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- The consultant is proceeding with the right-of-way acquisition.
- Proposed property valuations have been submitted and have been approved by NCDOT.
- Letters to property owners have been mailed to initiate the acquisition process.
- Construction fund authorization request will occur next federal fiscal year

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- The Town entered into a contract with Withers & Ravenel
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- Project remains on track for a September 2022 LET

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for MPO offices.

Project Status and Next Steps:

- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule

U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- Design contract approved May 5, 2021 by City Council: execution complete.
- Design kick-off meeting held July 23, 2021 with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October 2021 is expected to last through February 2023.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES

Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with KHA on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA scheduled to present at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
- On May 25, 2022 project managers submit RFLOI to NCDOT requalified engineering firms with a response deadline of June 8, 2022

TASA-DA

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- The Town entered into a contract with Withers & Ravenel
- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- Project remains on track for a September 2022 LET

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection from Red Cedar to Ogden Park

Project Status and Next Steps:

- ROW acquisition continuing
- NCDOT issued notice of Construction Authorization on April 12, 2022.

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- NCDOT has approved the project plans
- Preparation of bid documents is underway

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH
Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:
- The Town is evaluating the scope for the project.
- Design modifications requested to include five-foot sidewalk and on street pavement markings in lieu of multi-use path

TRANSPORTATION DEMAND MANAGEMENT PROGRAM
Project Description/Scope: The TDM "Go Coast" program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

Go Coast current initiatives and project status:

1. Bike Share
The WMPO Board approved the release of a new Request for Proposal (RFP) to bring a bike share program to the Wilmington area. The RFP closed on April 11, 2022, and a bike share selection committee was assembled to review and score proposals. The committee voted to reject all proposals and re-advertise the RFP to solicit more options. After internal discussion, WMPO staff elected to pause the process while staff holds discussions with member jurisdictions to determine the best route forward.

2. River to Sea Bike Ride
The 32nd Annual River to Sea Bike Ride took place on May 7, 2022 and hosted a total of 333 participants.

3. TDM Coordinator
WMPO staff is currently advertising for the TDM coordinator position and has been interviewing potential candidates.

4. Go Coast Meeting
The Go Coast meeting on May 19, 2022, was cancelled. Staff will reach out to committee members in July to determine the next meeting date.

Cape Fear Public Transportation Authority

June 2022 Project Updates

SYSTEM NETWORK ENHANCEMENTS

Wave Transit Board of Directors passed the Authority's final plan for the new System Network Redesign on May 26, 2022. The plan increases service hours by 30%, expanding the existing network, as well as heavily investing in more frequent service. The plan preserves the current urban core network, while implementing peripheral improvements. The changes include:

- Replace routes 207-North and 301-Pleasure Island with a responsive, on-demand microtransit service delivery model, serving an increased number of residents in a much larger geographic area. Fares are consistent with fixed route service at $2.00 per trip. Hours of service will be consistent with fixed route, which will provide continuous weekend service for both zones.
- Routes 108-Market Street, 201-Carolina Beach Road, and 205-Long Leaf Park will have increased frequencies. Current service will adjust from 60-minute frequencies to 30-minute frequencies during designated peak hours (from 6:00am-6:00pm Monday-Friday).
- Revise route 104-Northeast to include the Market St corridor from Gordon Rd. to N. College Rd. Current 104-Northeast segments on Gordon Rd., N. Kerr Ave., and N. College Rd will be serviced by microtransit. Route 104-Northeast is going to be renamed to 104-East.
- Route 107-College Road will now provide 60-minute continuous frequencies during all service hours (removing scheduled deviations to Pleasure Island).
- Provide seamless transfers at Monkey Junction for bidirectional routing between the 107-College Road and 201-Carolina Beach Road.
- Implement a seasonal trolley schedule that includes increased hours on Saturdays, adding both early morning service and later evening service. The off-season (December – February) will operate Monday-Saturday 8:00am-5:00pm. The trolley will no longer operate on Sundays.
- Update weekend hours to provide service based on demand. Saturday schedule will change from 9:00am-6:00pm to 8:00am-6:00pm. Sunday service will change from 9:00am-6:00pm to 9:00am-5:00pm.

All changes will be implemented on July 3, 2022.

RIDEMICRO MICROTRANSIT PILOT

Wilmington's Regional microtransit pilot, branded RideMICRO, launched on October 11, 2021. Four zones have been implemented, including Zone 1-Northern Brunswick/Downtown Wilmington, Zone 2-Pender/Northeastern New Hanover County, Zone 3- South New Hanover County/Pleasure Island, and Zone 4 -North New Hanover County. There are 3,400 virtual stops across the entire network. The regional pilot is funded at 100% by NCDOT for the first year, with a second year's application currently under review (Zones 3 and 4 are permanent additions to the Wave Transit design and will not sunset after the conclusion of the pilot project).

Ridership:
Q1 – 276
Q2 – 413
Q3 – 587 (to date)

Total trips completed are currently averaging 260 per month. Zones 1 and 2, Brunswick and Pender County NHC connectors, account for almost 80% of all rides taken.

HEALTHY OPPORTUNITIES PILOTS

Cape Fear Public Transportation Authority was selected as a transportation service provider for the Healthy Opportunities Pilots program (HOPs). The service went live on June 2, 2022. The pilot includes three regions in North Carolina, including the Cape Fear Region, which is comprised of six counties. HOPs was created to test and evaluate the impact of providing non-medical interventions to high-needs Medicaid enrollees and is based on Social Determinants of Health. Currently, 90 percent of health care spending in the United States is on medical care, but research shows that up to 80 percent of a person's overall health is driven by these factors.

The goal of the HOPS program is to intervene and invest more efficiently and strategically in a person's health proactively. Increased options for public transit can mean better access to care. In New Hanover County alone, there are seven census tracts with 20% of the population or greater, with zero car households.

CFPTA will provide transportation trips to eligible Medicaid enrollees. Currently there are an estimated nine to ten- thousand participants who are eligible. The program funds are allocated to administrative support, operational provisions, and capital purchases, but most of the funding will be used for cost-based reimbursement for trips provided. Services will initially be provided through paratransit operations, later expanding to other modes if needed. Qualifying reimbursable trips include visits to the grocery store, work, parks, gyms, childcare, places of worship, etc. This pilot program will serve the community, as well as increase ridership and revenue.

The federal government has authorized the use of Medicaid funding over the next five years for these pilots. If the program is shown to be effective after evaluation of the data, the NCDHHS will consider integrating the services statewide through Medicaid managed care.

CAPITAL PROJECTS

Installation of the Automatic Passenger Counters (APCs) has been completed. This data shows bus stop level information, including boardings and alightings by location. A passenger amenities improvement plan is currently under development to prioritize passenger amenity improvements and additions at our highest use stops. There are currently two projects underway to improve passenger amenities. Installations will include 16 shelters and 9 benches over the next 12 months.

TRANSIT SALES TAX

On May 2, 2022, the New Hanover Board of Commissioners approved, a resolution to place a referendum for a quarter cent sales tax on the November 8th ballot. If passed, the sales tax would be used to provide revenue for three public transportation initiatives, including Wave Transit. Revenues dedicated to Wave Transit would be used to provide more service hours, more frequencies, purchase new technology and vehicles, facilitate improvements to passenger amenities, and to develop programs to support the region.

OTHER PROJECTS

CFPTA submitted an application as part of a combined grant submission for the *Mobility for Everyone, Everywhere in NC* project. The grant request was for $25m and included eleven systems across North Carolina. If awarded, the funds would be used to further expand microtransit in the Wilmington metropolitan area.

WMPO PROJECTS IN DEVELOPMENT					
Project Manager	**Contract Type**	**TIP**	**Description**	**County**	**SAP LET Date**
Rail Division	Rail	P-5740A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	6/30/2022
Rail Division	Rail	P-5740C	CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	6/1/2022
Eric Murray	DPOC	U-5914	Widen NC 133 from US 17/74/76 to Old River Road	Brunswick	6/2/2022
Derek Pielech	DPOC	BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Road) (Previously 17BP.3.R.84)	Brunswick	6/23/2022
David Leonard	DPOC	W-5703E	US 117/NC 132 (College Road) sidewalk between Randall Pkwy and N of University Drive	New Hanover	8/4/2022
Eric Murray	DPOC	W-5601DH	3rd Street and Dock Street Intersection	New Hanover	10/21/2022
Trace Howell	DPOC	W-5703R	NC 132 (South Colle Road) and Braggs Drive offset lefts	New Hanover	9/15/2022
David Leonard	DPOC	W-5803B	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in O	Pender & Onslow	10/31/2022
Eric Murray	DPOC	W-5703C	Monkey Junction Pedestrian Improvements	New Hanover	11/17/2022
David Leonard	DPOC	W-5803A	Upgrade Pedestrian & Traffic Signals and Revise Median Islands at US 74 (Eastwood Road) at US 17	New Hanover	1/31/2023
Rail Division	Rail	P-5740B	CSX SE Line Improvements to Hwy Grade Xings, Close & Impove Various Exisit. At-Grade Crossings	New Hanover	4/28/2023
Lydia	DDRL	I-6039	1-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover & Pender	6/20/2023
Krista Kimmel	DDRL	U-5926	New Route from 23rd St to 26th St	New Hanover	00/00/2024
Brian Harding	DDRL	U-6202	Widen Gordon Road to 4 lanes from US 17 Market St to I-40	New Hanover	6/18/2024
Lydia	DPOC	I-6036	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	9/19/2023
Derek Pielech	DPOC	17BP.3.R.93 BP3-R012	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick	7/3/2025
Derek Pielech	DPOC	B-5653	Pender 14 on NC 133 over Turkey Creek	Pender	1/28/2026
Lydia	DDRL	I-6037	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover	2/15/2028
Mike Bass	DDRL	U-5710	US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)	New Hanover	9/16/2025
Trace Howell	DDRL	U-5792	MLK at College	New Hanover	6/16/2026
Trace Howell	DDRL	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Road to NC 210)	New Hanover & Pender	9/15/2026
Brian Harding	DDRL	U-5954	NC 133 at 23rd Street Roundabout	New Hanover	6/15/2027
Derek Pielech	Raleigh	BR-0008	Replace Bridge 7 on US 17 over US 76	Brunswick	9/21/2027
Lydia	DPOC	I-6037	I-140 From US 421 to I-40. Pavment & Bridge Rehabilitation	New Hanover	2/15/2028
Brian Harding	DDRL	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	5/16/2028
Krista Kimmel	DDRL	U-4434	Independence Boulevard Extension	New Hanover	6/20/2028
Brian Harding	DDRL	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	7/18/2028
Trace Howell	DDRL	U-5731	Hampstead Median: US 17 from SR 1582 (Washington Acres Road) to Vista Lane	Pender	5/16/2028
Lydia	DPOC	I-6038	I-140 from US 421 to US74/76. Pavement Rehabilitation	Brunswick	11/16/2028
Krista Kimmel	DDRL	U-3338C	Kerr Ave Interchange at MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	U-4902B	US 17 Business - Market St Median Railroad to MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	U-4902C	US 17 Business - Market St Median & Interchange	New Hanover	6/19/2029
Trace Howell	DDRL	U-5702B	College Road Access Management Improvement from Carolina Beach Road to Shipyard Blvd	New Hanover	1/15/2030

PE Work Continuing	

Update provided: 5/03/22
PO: WMPO
Contact: Adrienne Cox, amcox1@ncdot.gov, 910.341.2001

WMPO PROJECTS UNDER CONSTRUCTION						
Contract Number	**Resident**	**TIP/WBS/Work Order**	**County**	**Description**	**Estimated Completion**	**Percent Complete**
DC00316	Alex Stewart	W-5601DH	New Hanover	3rd (US 17 Business) and Dock St	9/13/2022	33.00%
DC00249	Alex Stewart	B-4590	New Hanover	Bridge 29 over Smith Creek	10/2/2023	42.00%
DC00309	Daniel Jones	49404	New Hanover	ILM Landscape Improvement - Available August 1	12/1/2022	89.07%
DC00300	Daniel Jones	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	12/15/2022	98.77%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	3/23/2023	72.61%
C204331	Alex Stewart	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	8/17/2022	14.26%
TBD	Alex Stewart	15BPR.26	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBD	TBD
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	9/17/2023	55.86%
DC00331	Lydia McKeel	44913	Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson	Division Wide ADA Curb Ramp Updates	12/31/2022	18.51%
	Alex Stewart		Brunswick	NC 211 from SR 1500 (Midway Road) to NC 87 Grading, Drainage, Paving, Signals & Structures		
C204553	Daniel Waugh	40237	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	3/14/2027	5.91%
C204623	Alex Stewart		Brunswick	Replace Bridge 65 on NC 87 Over Hood Creek	3/14/2023	0.00%
C204301	Alex Stewart		New Hanover	New Hanover 48 on I-40E & I-40 W/NE Substructure Repairs	11/15/2022	0.00%
C204629	Alex Stewart		Brunswick	Replace Bridge 57 on NC 211 Over Juniper Creek	12/1/2023	0.00%

WMPO RESURFACING PROJECTS					
Contract Number	**Contract Year**	**County**	**Routes**	**Estimated Completion Date**	**Percent Complete**
DC00311	2022	New Hanover	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	9/29/2023	0.00%
DC00318	2021	Pender	Pender County Resurfacing	3/13/2023	88.40%
C204409	2021	Brunswick	1 Section of US-17, US-74/76, And NC-130; and 11 Sections of Secondary Roads	10/1/2022	47.37%
DC00304	2021	Brunswick	US 17, NC 904 & Various Secondary Roads	6/30/2022	48.05%
DC00302	2021	New Hanover	New Hanover County Resurfacing	6/30/2022	88.93%
DC00294	2021	New Hanover	New Hanover County Resurfacing	9/30/2022	53.43%
DC00325	2022	Brunswick	Brunswick Resurfacing B (3/16/2022 Availability Date)	4/14/2023	34.60%
DC00327	2022	New Hanover	New Hanover County Resurfacing (1/06/2022 Availability Date)	4/28/2023	0.00%
DC00330	2022	Sampson	Sampson County Resurfacing and Preservation (7/06/2022 Availability Date)	6/9/2023	0.00%

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

June 2022

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

JUNE TPD UPDATES WILMINGTON MPO

JUNE 2022

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

Brunswick County Comprehensive Transportation Plan (CTP): The Brunswick County CTP went through Peer Review, Management Review and Steering Committee Review. The county has experienced many changes to their land use and transportation network recently. This has led the county to re-evaluate the area and scope of the CTP. While the updated scope is being worked out, TPD will wait and pause the CTP. Once the county is ready to start the efforts back up again, TPD will reach out to the CTP Steering Committee and continue with the next steps.

Wilmington Model: The 2050 Travel Demand Model work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Currently the TPD engineer and modeler are in the data collection phase. TPD has asked the MPO for employment data verification which is due end of August. The next MTP is due end of 2025, and that is also when the TDM will also be adopted by the MPO Board.

Helpful Links:
Click on links below to learn more:
· NCDOT home page—ncdot.gov
· Real-Time Traffic—DriveNC.gov | North Carolina Traffic & Travel Information
· Report a pothole—NCDOT Contact Us Form
· NCDOT: State Transportation Improvement Program— ncdot.gov/sti
· Interactive Bicycle Routes Map—https://www.ncdot.gov/bikeped/ncbikeways/default.aspx
· Links to all traffic count data information—Traffic Survey Group (ncdot.gov)
· NCDOT Interactive Traffic Volume Map—Interactive Traffic Volume map (ncdot.gov)

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27699

Telephone: 919 707 0980
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

· Traffic Safety Data & Engineering—NCDOT: Traffic Safety Data & Engineering

NCDOT Statewide Plans:
To learn more, click on the following links:
· NC Moves 2050 Plan (or go to ncdot.gov/ncmoves)
· NCDOT Strategic Transportation Corridors (or go to ncdot.gov and search: Strategic Transportation Corridors)
· NCDOT Comprehensive State Rail Plan (25-Year Vision) (or go to ncdot.gov and search: rail plan)
· NC Statewide Multimodal Freight Plan (2015-2040) (or go to ncdot.gov and search: public transportation plan)
· Great Trails State Plan (or go to ncdot.gov and search: Great Trails)
· Connecting North Carolinians to Opportunities (Public Transportation strategic Plan—2018) (or go to ncdot.gov and search: public transportation plan)
· NCDOT Resilience Strategy Report (2021) (or go to ncdot.gov and search: resilience strategy report)
· Statewide Pedestrian & Bicycle Plan (2013) (or go to ncdot.gov/bikeped/walkbikenc)