

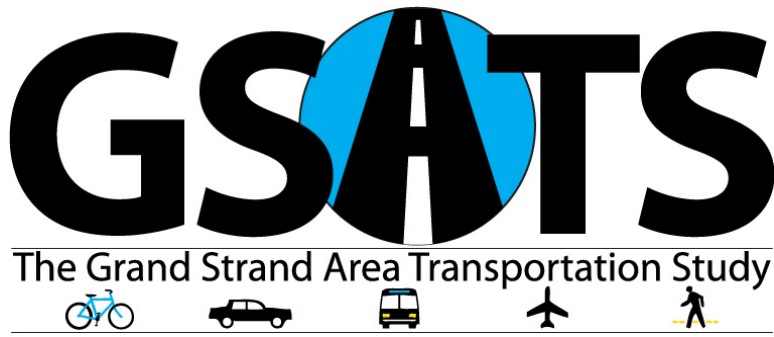


MEETING NOTICE

GSATS Technical Coordinating Committee Meeting Wednesday, July 17, 2024 **Ocean Isle Beach Town Hall** **10:30 AM**

There will be a meeting of the GSATS TCC, on the above date and time. Please note that we are holding the meeting in **Ocean Isle Beach** due to Carolina Shores not being available. Your packet contains an agenda and a Meeting Summary from April 10, 2024. Also included are Project Updates from NCDOT and Transportation Planning Division's Newsletter. We have included a revised FTA Program Management Plan that needs to be recommended to the TAC as well as a list of SPOT Projects to discuss for Local Input Point assignment.

If you have any questions or comments, please call Mark Hoeweler at (843) 436-6130. Your attendance and input are greatly appreciated.



AGENDA
GSATS
TECHNICAL COORDINATING COMMITTEE
Wednesday, July 17, 2024
Ocean Isle Beach Town Hall
10:30 AM

I. Ethics Awareness & Conflict of Interest Reminder Mark Hoeweler

In accordance with the State Government Ethics Act, it is the duty of every Committee member to avoid conflicts of interest. Does any Committee member have any known conflict of interest with respect to any matters coming before the Committee today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

II. Introductions Mark Hoeweler

III. Meeting Summary from 04/10/24 Mark Hoeweler

IV. NCDOT Projects Update Michelle Howes

V. NCDOT TPD Update Behshad Norowzi

VI. FTA Program Management Plan Elizabeth Tucker action item

VII. SPOT 7.0 Local Input Point Assignment Tom Dobrydney action item

VIII. Adjourn



**MEETING SUMMARY
TECHNICAL COORDINATING COMMITTEE (TCC)**

Wednesday, April 10, 2024
Carolina Shores Town Hall
11:00 AM

Members Present

Mark Hoeweler, GSATS
Michelle Howes, NCDOT
Sam Boswell, Cape Fear RPO
Helen Bunch, Brunswick County
Michael Price, Calabash
Chad Hicks, Carolina Shores
David Hewett, Holden Beach
Justin Whiteside, Ocean Isle Beach
Robert Waring, Shallotte
Behshad Norowzi (remote), NCDOT

Other Attendees

Elizabeth Tucker, GSATS
Tom Dobrydney, GSATS
Chelsea Cogliano, GSATS
Steve Roach, GSATS
Donna Price Long, Calabash

I. Ethics Awareness & Conflict of Interest Reminder

Mr. Mark Hoeweler read the ethics statement and asked the members present if they had any conflicts. There were none stated.

II. Introductions

Mr. Hoeweler established a quorum and began the meeting at 11:00 AM.

III. Meeting Summary from February 6, 2024

Mr. Hoeweler asked if members had reviewed the meeting summary from February 6, 2024, and if there were any recommended changes. Ms. Helen Bunch recommended the minutes be more detailed for the Study Area Boundary Recommendation.

IV. NCDOT Projects Update

Ms. Michelle Howes presented the NCDOT Projects Update and distributed a handout to the Committee members. The following projects of significance included:

V. MTIP Amendments

Ms. Elizabeth Tucker presented the updates to the MTIP. She provided a copy of the update in the meeting packet. Changes to local MTIP included the project on the Shallotte Bypass, which reflected a cost increase.

Mr. Chad Hicks made a motion to approve the MTIP Amendments. Mr. David Hewett seconded the motion. There was no further discussion, and the motion was carried unanimously.

VI. Study Area Boundary Recommendations

Mr. Hoeweler summarized the Study Area Boundary Recommendation from the Technical Advisory Committee (TAC) meeting held on February 16, 2024. He explained that the TAC sent back the recommendation of adopting the study areas A and B. The TAC proposed Study Area A be recommended. Mr. Hoeweler suggested that the committee might consider two separate recommendations, one for A and one for B.

Mr. Tom Dobrydney provided the Committee with maps that showed the possible study area expansions. Committee members discussed what study areas to include. Ms. Bunch and Mr. Boswell favored just including Study Area A. The other committee members expressed that they wanted to go with their original recommendation for the TAC, Study Area A and B combined. Discussion continued with the positives and negatives of including area B in the new boundary.

Mr. Justin Whiteside made a motion to recommend approval of Study Area A and B by the TAC. Mr. David Hewett seconded the motion. There was no further discussion. The motion was carried with 7 in favor, 2 opposed, and 1 abstaining. Ms. Michelle Howes abstained from the vote.

VII. SPOT Update

Mr. Hoeweler discussed the SPOT prioritization methodology with the Committee. He asked for a motion to keep the SPOT methodology the same as the SPOT 6.0 Prioritization round.

Mr. Chad Hicks made a motion to keep the local input point methodology for SPOT the same as the last iteration of the SPOT prioritization. Mr. Michael Price seconded the motion. There was no further discussion, and the motion was carried unanimously.

VIII. Adjournment

Before the meeting was adjourned, Mr. Behshad Norowzi, NCDOT, gave an update on the CTP. After his update there was no further discussion, and the meeting was adjourned at 12:05 pm.

GSATS JULY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	PO	Description	County	*SAP Let Date (year.month.date)
Jesse Leonard		HL-0132		SHALLOTTE ADAPTIVE SIGNAL SYSTEM	Brunswick	2024.08.15
Zach Howard	DDRL	R-5857	GSATS	CONVERT INTERSECTIONS TO SUPERSTREETS (RCIs) ALONG US 17	Brunswick	2025.07.15
Derek Pielech	LET	15BPR.142	GSATS	BRIDGE PRESERVATION. BRIDGE 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172.	Brunswick	2026.09.15
Brian Harding	DDRL	U-5862	GSATS	US 17 (SHALLOTTE BYPASS), AT SR 1357 (SMITH AVENUE), UPGRADE INTERSECTION TO INTERCHANGE	Brunswick	2030.05.21
Brian Harding	DDRL	U-5932	GSATS	US 17 BRUNSWICK COUNTY AT NC 211 CONVERT INTERSECTION TO INTERCHANGE	Brunswick	2032.06.15
Zach Howard	DDRL	R-5851	GSATS	NC 904 CONVERT INTERSECTION TO SUPERSTREET (RCI)	Brunswick	FY
Zach Howard	DDRL	U-6104	GSATS	SHALLOTTE BYPASS CONVERT INTERSECTION TO INTERCHANGE ALONG US 17 BUSINESS SOUTH (MAIN STREET)	Brunswick	FY
Mason Herndon	LET	R-5876	GSATS	CAROLINA BAYS PARKWAY EXTENSION	Brunswick	FY

Update provided: 07/02/2024

PO: GSATS

Contact: Michelle Howes, mnhowes@ncdot.gov, 910.341.2001

*Dates are subject to change.

GSATS JULY PROJECTS UNDER CONSTRUCTION

Contract Number	Resident Eng	TIP/WBS/Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
DC00445	David Sawyer	ER-5600CL	Brunswick	NC 179 ROUNDABOUT LANDSCAPING.	2025.05.16	92.83%
DC00440	Brian Groves	ER-5600CI	Brunswick	NC 179 & SR 1163 (OLD GEORGETOWN ROAD).	2025.05.03	92.74%
C204869	David Sawyer	BL-0046	Brunswick	HOLDEN BEACH BIKE LANES ADDED AS WIDENING TO RESURFACING CONTRACT.	2024.11.30	84.31%
DC00434	David Sawyer	TBD	Brunswick	SHALLOTTE REST AREA RENOVATION.	2024.07.01	49.55%
C204853	Joshua Pratt	BR-0160	Brunswick	CALABASH BRIDGE REPLACEMENT.	2025.10.28	55.54%

*Dates are subject to change.

GSATS JULY RESURFACING PROJECTS

Contract Number	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
DC00445	Brunswick	VARIOUS SECONDARY ROUTES	2025.05.16	59.83%
DC00431	Brunswick	NC 130 & VARIOUS SECONDARY ROUTES	2024.05.31	15.12%

Go!NC Portal for public information: [HMIP](#) (Highway Maintenance Improvement Program) GIS maps

<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c>

*Dates are subject to change.

NCDOT TPD NEWS



NCDOT TPD GSAT MPO Newsletter

July 2024

Brunswick County Comprehensive Transportation Plan (CTP)

In May, the NCDOT BOT adopted the CTP (May 1st). Digital copy of the report has been distributed.

https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Brunswick%20County

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

- NCDOT Mission Statement

P7.0 (2026-2035 STIP): Quantitative Scores and Funding Availability

[P7.0 Data website](#) revealed spreadsheet lists all projects evaluated in P7.0 with their associated quantitative scores. For eligible Statewide Mobility projects, the spreadsheet also indicates whether the project scored high enough to be selected for funding in the Statewide Mobility funding category in the Draft 2026-2035 STIP. When you have any questions about the P7.0 scores and/or data used in the scoring process, please contact Brian Wert, Sarah Lee, or Saman Jeffers in the [SPOT office](#).

New GIS Layers from the NCDOT GIS Unit

The NCDOT GIS Unit has released new GIS data layers on the GIS unit webpage for the second quarter of 2024. Quarterly releases for this year are tentatively scheduled for February, May, August, and November 2024. For more detailed information about available NCDOT data and possible known data issues, please see document [NCDOT GIS Unit Announcements](#).

1. The NCDOT Rail Division data for Crossings, Track and Facility locations have been updated, 2. The Road Characteristics, Road Arcs and Road Routes layers are updated and includes both System and Non-System routes, 3. The NCDOT Structure Locations for Bridge data has been updated, 4. The Boundary data for MPO/RPO Boundaries have been updated. Please review metadata for data currency, 5. As of April 15, 2024 a revised Smoothed Urban Boundaries dataset has been published in place of the original Quarter 1 2024 product. This data serves as the corrected 2024 Smoothed Urban Boundaries data.

FHWA News

[Biden-Harris Administration Announces Request for Information on Updating Federal Standards for EV Charging](#)

As part of the Biden-Harris Administration’s work to build out a convenient, reliable, and made-in-America national network of EV chargers, the U.S. Department of Transportation’s Federal Highway Administration (FHWA) today announced a [Request for Information \(RFI\)](#) to solicit feedback from stakeholders on updating FHWA’s minimum standards and requirements for electric vehicle (EV) charging stations to allow for new technology and continued innovation. Updating the federal minimum standards to support the further deployment of EVs and EV infrastructure will help meet national climate goals, reduce harmful air pollutants, and promote vehicle choice by making it easy for all Americans – no matter where they live – to ride and drive electric.

Read more about the Biden-Harris administration’s [work to create a national network of EV chargers here](#)

2024-2033 STIP Document and Map

In June 2023, the N.C. Board of Transportation adopted the 2024-2033 State Transportation Improvement Program, which identifies transportation projects that will receive funding from 2024 to 2033.

[The document](#) is the fourth 10-year plan developed under the 2013 Strategic Transportation Investments law and consists of more than 2,300 projects across North Carolina. Most of these projects were identified through a data-driven scoring approach called Strategic Prioritization.

In addition, 2024-2033 STIP Map adopted is available [here](#).

Contact Us

Contact Us

Behshad Norowzi

NCDOT TPD

1 S. Wilmington Street
Raleigh, NC

(919) 707-0920

bmnorowzi@ncdot.gov

Upcoming	Date
State FY 25 begins	July 1, 2024
4th Quarter (Final) invoice, work summary and annual performance report due for FY 24	August 10, 2024

Statewide Plans

- NC Moves 2050 Plan—<https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/Pages/default.aspx>
- NCDOT Strategic Transportation Corridors—<https://www.ncdot.gov/initiatives-policies/Transportation/strategic-corridors/Pages/default.aspx>
- NCDOT Comprehensive State Rail Plan (25-Year Vision) - <https://www.ncdot.gov/divisions/rail/Pages/rail-plan.aspx>
- NC Statewide Multimodal Freight Plan (2023) - <https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>
- Great Trails State Plan—<https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Pages/default.aspx>
- Statewide Pedestrian & Bicycle Plan (2013) - <https://www.ncdot.gov/bikeped/walkbikenc/default.aspx>
- Connecting North Carolinians to Opportunities (Public Transportation Strategic Plan—2018) - <https://www.ncdot.gov/divisions/Integrated-mobility/public-transit-services/statewide-strategic-plan/Documents/december-2018-strategic-plan.pdf>
- NCDOT Resilience Strategy Report (2021) - [Department-of-Transportation-2021-Resilient-Strategy-Report.pdf \(nc.gov\)](#)

Helpful Links: To learn more, click on the following links or do an internet search using “NCDOT: and names in black:

- [ncdot.gov](https://www.ncdot.gov)—NCDOT home page
- <https://drivenc.gov/> - Real-Time Traffic
- <https://www.ncdot.gov/contact/Pages/form.aspx?UnitName=pothole&sourceUrl=/contact/> - Report a pothole
- [NCDOT Annual Average Daily Traffic \(AADT\) Mapping Application \(arcgis.com\)](#) - Interactive Annual Average Daily Traffic Map
- <https://www.ncdot.gov/initiatives-policies/transportation/stip/Pages/default.aspx>—NCDOT: State Transportation Improvement Program
- <https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—Interactive Bicycle Routes Map
- <https://connect.ncdot.gov/resources/State-Mapping/Pages/Traffic-Survey-Group.aspx>—Links to all traffic count data information -



Items for Agenda
Grand Strand Area Transportation Study
Technical Coordinating Committee

Date:	July 17, 2024
From:	Elizabeth Tucker
Division:	Transportation
Cleared By:	N/A
Committee:	TCC
Regarding:	Program Management Plan

ITEM: FY2024 Program Management Plan (PMP)

BACKGROUND:

The Federal Transit Administration (FTA) requires Designated Recipients of FTA award funding to develop a PMP. The plan is intended to facilitate program management and FTA oversight, provides public information on the administration of the programs, and may be used as a program guide for local applicants. The plan should contain sufficient detail to meet these objectives. Waccamaw Regional Council of Governments (WRCOG) dba Grand Strand Area Transportation Study (GSATS) is a Designated Recipient of FTA award funding.

The GSATS PMP describes the policies and procedures for administering FTA funded programs in the Urban Areas of Georgetown, Horry, and Brunswick counties served by the GSATS MPO. The GSATS 2015 PMP has been updated to reflect the following:

- New procedures for administering the Section 5310 program as directed by FTA Monitoring in the 2024 Triennial Review, and
- WRCOG/GSATS no longer administers Section 5339 as a Designated Recipient. Section 5339 funds are passed through to the region's public transit provider.

The Technical Coordinating Committee (TCC) serves as the recommending body for activities in the North Carolina areas of the GSATS MPO region regarding FTA funded projects in accordance with 49 USC § 5310 Enhanced Mobility for Seniors and Individuals with Disabilities CDFA 20.513.

The twenty-one (21) day Public Comment period was **July 1, 2024 – July 22, 2024**. No comments have been received to date.

PROPOSED ACTION: Recommendation from TCC

LIST OF ATTACHMENTS:

PMP

Policy Committee Resolution



PROGRAM MANAGEMENT PLAN

*Federal Transit Administration
Public Transportation Programs*

49 USC §5310 Elderly Individuals and Individuals with Disabilities Program CFDA 20.513

June 2024



Acknowledgments

Preparation of this document has been financed in part through funding from the Federal Highway Administration, the Federal Transit Administration, the South Carolina Department of Transportation, and the local government members that consist of the Grand Strand Area Transportation Study (GSATS) Metropolitan Planning Organization (MPO).

Non-Discrimination

Waccamaw Regional Council of Governments (WRCOG) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with WRCOG. For more information on WRCOGs Title VI Policy and the procedures to file a complaint, contact the Title VI Designee:

Elizabeth Tucker
843-436-6136
etucker@wrcog.org

or write to:

Compliance Coordinator
1230 Highmarket Street
Georgetown, SC 29585

For more information visit the Title VI section of our website at wrcog.org or gsats.org. A complainant may file a complaint directly with the SC Department of Transportation by contacting the

Title VI Program Coordinator
P.O. Box 191
Columbia, SC 29201-0191.

If information is needed in another language, contact (843) 546-8502

~Si se necesita información en otro idioma llame al (843) 546-8502

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Introduction

The Federal Transit Administration (FTA) provides financial assistance to states and designated recipients for programs to develop new transit systems and improve, maintain, and operate existing systems. The FTA has designated the Grand Strand Area Transportation Study (GSATS) Metropolitan Planning Organization (MPO) as the agency of authority and responsibility for administering federally funded assistance received in the Myrtle Beach–North Myrtle Beach SC/NC Urban Area

FTA requires designated recipients to implement a Program Management Plan (PMP) that describes the policies and procedures of administering FTA funded programs. This plan provides information on managing federally funded programs. GSATS adheres to all FTA requirements that are set out in the respective program guidance circulars and the federal register.

The GSATS MPO is responsible for ensuring that transportation programs utilizing FTA funds in the urban area are based on a continuing, comprehensive, and coordinated planning process. GSATS seeks to build a stronger regional community through cooperation, collaboration, leadership and planning to produce solutions for public transportation problems in the urban area.

The GSATS MPO urban area includes portions of Horry and Georgetown counties in South Carolina and the southern portion of Brunswick County in North Carolina. Municipalities within the boundaries include:

- ❖ Atlantic Beach
- ❖ Briarcliffe Acres
- ❖ Calabash
- ❖ Carolina Shores
- ❖ Conway
- ❖ Myrtle Beach
- ❖ North Myrtle Beach
- ❖ Ocean Isle Beach
- ❖ Shallotte
- ❖ Sunset Beach
- ❖ Surfside Beach

The primary responsibilities of an MPO are to:

- 1) Develop a Metropolitan Transportation Plan (MTP) – Twenty-five (25) year long range transportation forecast for the metropolitan area;
- 2) Develop a Transportation Improvement Program (TIP) – Ten (10) year plan that identifies programmed projects funded with Federal Highway Administration (FHWA) or FTA funds; and
- 3) Develop a Unified Planning Work Program (UPWP) – Two (2) year plan for transportation planning activities that support the goals, objectives, and actions established in the MTP.

PMP Program Goals and Objectives

The goal of the PMP is to describe GSATS's process for managing the federally program within the Myrtle Beach–North Myrtle Beach SC/NC Urban Area. As the designated recipient, GSATS is responsible for administering grants for the following program:

- **49 USC § 5310 Enhanced Mobility for Seniors and Individuals with Disabilities CDFA 20.513**

FTA defines the goals of the § 5310 program in *Circular 9070.1F* “to improve mobility for elderly individuals and individuals with disabilities throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urbanized, small urban, and rural. The program requires coordination of federally assisted programs and services in order to make the most efficient use of federal resources.”

As part of this process, GSATS intends to accomplish the following objectives:

- 1) Identify, contact, and inform public agencies, community organizations, and other eligible organizations providing service for seniors and persons with disabilities, as to the availability of 5310 program grant funds;
- 2) Establish, promote, and outline a process for soliciting and evaluating 5310 program funding proposals; and
- 3) Assure that proposals selected for funding are responsive to one or more of the needs identified in the Human Services Transportation Coordination Plan.

Roles and Responsibilities

GSATS encourages a coordinated effort between all interested parties in the planning, execution, and administration of transit services covered under this plan. Primary stakeholders in this process include the FTA, GSATS, potential grant applicants, and providers of transit and human services.

GSATS supports coordination by:

- 1) Designing a competitive selection process based on a locally developed, coordinated plan that involved stakeholders in formulating goals and objectives for regional transit;
- 2) Announcing a call for projects through GSATS, local government officials, and other identified sources that will increase awareness of the project selection process;
- 3) Involving area transit providers and local government officials in the project selection process through the GSATS Technical, Advisory, and Policy committees;
- 4) Requiring coordination efforts on the part of subrecipients as a component of the grant application, to be guided by objectives outlined in the Coordinated Plan; and
- 5) Remaining in regular contact with the FTA and providing timely reports as determined by FTA guidance.

GSATS is responsible for submitting the projects application to FTA. These responsibilities include (but not limited to):

- Developing the program of projects (POP) for the project selection process;
- Certifying all projects are identified in the locally developed Coordination Plan;
- Certifying a fair and equitable distribution of funds to subrecipients;
- Managing all aspects of Subrecipient Agreements and grant distribution;
- Project implementation and continued oversight for subrecipients; and
- Submitting reports as required by FTA.

Eligible Recipients

Eligible sub-recipients include:

- State governmental authority or state agencies;
- Local governmental authority or public agencies;
- Private non-profit organizations either approved by a state to coordinate services for seniors and individuals with disabilities or certifies that there are no nonprofit organizations readily available in the area to provide the service;
- Regional transit and human services providers who also meet other requirements;
- Indian Tribes and or Governments; and
- Operators of public transportation services.

Under the 49 USC §5310 Program, not less than 55 percent shall be available for traditional Section 5310 projects. Public transportation capital projects are those planned, designed, and conducted to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

These provisions, found at 49 U.S.C. 5310(b)(1) and (b)(2), maintain the status quo for traditional Section 5310 projects. Governmental authorities eligible to apply for Section 5310 funds as “coordinators of services for seniors and individuals with disabilities” are those designated by the state to coordinate human service activities in a particular area.

Eligible subrecipients for other eligible Section 5310 activities include a state or local governmental authority, a private nonprofit organization, or an operator of public transportation that receives a Section 5310 grant indirectly through a recipient. GSATS requires private non-profit applicants to:

- Hold a 501 (c) (3) certificate verifying non-profit status.
- Register with the South Carolina State Secretary of State.

Local Share Requirements

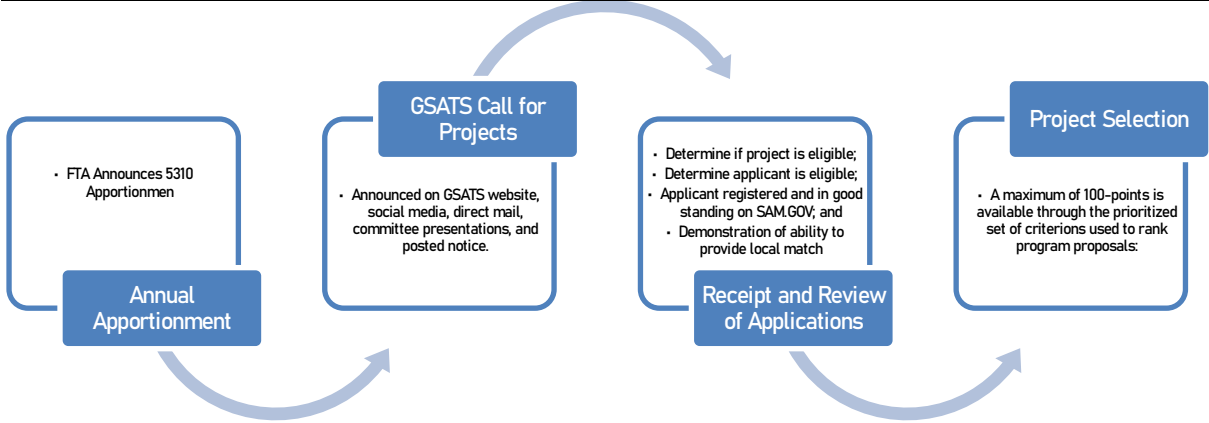
FTA requires a local share from the subrecipient for 5310 projects. See chart below for requirements.

Capital Project	Federal Share	Local Share
Rolling Stock	85%	15%
Mobility Management	80%	20%
Purchase of Service	80%	20%
Operating	50%	50%

USDOT funds are not eligible to fulfill local share requirements. FTA funds from one program are not eligible to fund the local match in another FTA program. Possible local match sources include:

- State or local appropriations;
- Other non-Department Transportation federal funds eligible for transportation;
- Tax revenues;
- Private Donations;
- Revenues from Human Service contracts;
- Toll revenue credits;
- Net income generated from advertising and concessions;
- Documented non-cash donations (volunteered services, or other in-kind contributions); and
- Income from contracts to provide human service transportation.

Application Process



Project Selection Criterion	Maximum Points	Description
Statement of Need and Organizational Capacity	20	<p>Unmet transportation needs the proposed project seeks to address. (Relate this to the Coordination Plan).</p> <p>Population this project will serve. (tables, charts, maps, and data).</p> <p>Estimate the number of people within the target population the project will serve and briefly describe the rationale.</p> <p>Current population served. (If this is expanding an existing service)</p>
Project Budget and Cost Effectiveness	20	<p>Provide a budget for the proposed project. (funding sources for local share and supplemental funds if applicable).</p> <p>Provide evidence of financial capability and the stability of the local share.</p> <p>Identify reasonable sources for on-going funding.</p>
Coordination and Program Outreach	20	<p>Describe project coordination with other social service programs and/or transit providers in the area. This could include:</p> <ul style="list-style-type: none"> • Share vehicles with other agencies; • Share dispatching or scheduling duties; • Share in maintenance costs; • Coordinate client trips; or • Coordinate staff training programs.
Implementation Plan	20	<p>Operational plan for providing service.</p> <p>Project implement process (include timeline).</p> <p>Explain how the project relates to other services or programs provided by the agency.</p> <p>Demonstrate agency's technical ability.</p> <p>Describe public awareness strategy.</p>
Customer Service and Accessibility	20	<p>Provide information on the number of current staff to support the project. Will the agency hire additional personnel to support the project?</p> <p>Describe the agency's vehicle maintenance program (if applicable), addressing the following:</p> <ul style="list-style-type: none"> • Preventive maintenance; • Routine maintenance; and • Contingency plan for when equipment is out of service.

Annual Program of Projects Development and Approval Process

GSATS will work closely with FTA representatives to ensure a comprehensive, fair, and equitable distribution of funds. All proposals should reflect priorities documented in the Coordination Plan.

1. GSATS Staff review and rank applications.
2. Ranking presented to TCC for recommendation to TAC for principal review.
3. Ranking presented to Study Team for recommendation.
4. Recommendations from TAC and Study Team presented to Policy Committee for Approval.
5. Approved projects included in the Program of Projects (POP).
6. Final application submitted to the FTA for funding award.

Public Comment. Staff recommendations posted for Public Comment for twenty-one (21) days as required in the Public Participation Plan. Staff will inform the Policy Committee of all comments received prior to the final decision.

Formal Appeals. GSATS Staff will consider all formal appeals received prior to the closing of the review process.

Transfer of Funds

GSATS does not transfer funds between grants. There is no authority to transfer funds apportioned to large urban areas to small urban or rural areas.

Private Sector Participation

GSATS encourages the participation of private enterprises in proposing projects identified for funding through Section 5310. GSATS equally considers all applications that meet eligibility requirements as established in this plan and by the FTA during the competitive selection process. Current FTA guidance states:

"Federal law requires the public to be involved in the transportation planning process, and specifically requires that private providers be provided an opportunity to be consulted in developing transportation plans and programs in both urban and rural areas."
FTA C 9045.1 and 9050.1, page VIII-5.

Throughout the development of the Coordination Plan, public and private interested parties received invitations through the stakeholder mailing lists and through public announcements in the local newspaper. GSATS will continue to make information available regarding the application process to both public and private transit providers.

Program Measures

The following indicators capture overarching program information as part of the annual report that each state and designated recipient submits to FTA. GSATS will submit both quantitative and qualitative information as available on each of the following measures according to FTA Circular 9070.1G. GSATS will report all recipient and subrecipient information.

Indicator	Description	Measurement
Gaps in Service Filled	Provision of transportation options for seniors and individuals with disabilities would not be available without Section 5310 funding.	Number of persons utilizing transportation options
Ridership	Actual or estimated number of rides for seniors and individuals with disabilities provided annually through Section 5310 supported vehicles and services.	Number of one-way trips
Enhanced Services	Geographic coverage, service quality, and/or service times impacting availability of transportation services for seniors and individuals with disabilities.	Number of persons impacted
Changes to Existing Infrastructure	Physical infrastructure, technology, and vehicles impacting availability of transportation services for seniors and individuals with disabilities.	Number of additional services

Designated Recipient Program Management and Oversight

As the Designated Recipient for FTA award funding, GSATS may use up to 10% of the yearly funding apportionment for program oversight, planning, and technical assistance. These funds will support the development and continued administration of the application process, oversight of funded projects, and application assistance provided to grantees through GSATS.

GSATS will require each of its subrecipients to submit a project progress report on a quarterly basis. Each quarterly report will provide information on how their project is meeting the milestones established as part of their original submittal to the program. If the project has changed in terms of its completion date or interim milestones, the subrecipient will provide an explanation for the change and submit a revised schedule. Information should include:

- Financial status report;
- Program performance measures;
- Geographic coverage;
- Trip Numbers (including missed trips and percentage of on-time trips);
- Quality of service measure if the project does not involve direct operation of service; and
- DBE Report, if applicable.

Procurement

GSATS will compile reports from individual projects into an annual report that will be submitted to FTA. Subrecipients may purchase rolling stock with Section 5310 award funding by either State Contract or by participating in bidding process. Subrecipients must follow FTA Procurement Procedures if participating in a bidding process.

On-Site Reviews

GSATS will conduct annual on-site project review visits of subrecipients receiving grant assistance through the duration of the project period or useful life of rolling stock. The visit will consist of a Self-assessment, Desktop Review and On-site Inspection.

Close-out

Once all funds are expended and all subrecipient requirements have been fulfilled, GSATS will request a closeout of the grant. The process includes one of the following procedures:

- Verbal verification by GSATS with the subrecipient's contact person that all project expenditures have been occurred and reimbursed, or
- All funding available reimbursed to the subrecipients, or
- The project has come to the end of the Period of Performance.

Audits

The State Auditor is legally responsible for conducting audits of state agencies and local governments, including public transit agencies. Any subrecipient of a Section 5310 grant will be subject to this process. Subrecipients are required to obtain audits of their expenditures and operations annually by an independent audit firm if their agency has expended more than \$200,000 in the Federal fiscal year. The audit firm is instructed by the subrecipient to send a copy of the report to GSATS the year after they incur grant-related expenditures. Any questions raised by the audit office must be resolved by the subrecipient and the audit firm preparing the report. GSATS policy allows for project audits to be included in larger agency-wide audits if desired by the subrecipient.

Other Provisions

Civil Rights & Equal Employment Opportunity. GSATS complies with all provisions prohibiting discrimination on the basis of race, color or national origin in Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. §§ 2000d et seq., and with U.S. D.O.T. regulation, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act", 40 C.F.R. Part 21. Except to the extent FTA determines otherwise in writing. GSATS ensures that applicants and employees are treated fairly without regard to their race, color, or national origin. GSATS Title VI plan can be viewed in its entirety on the GSATS's website (www.gsats.org).

Section 504 of the Rehabilitation Act of 1973, (Section 504), as amended (29 U.S.C. 794), prohibits discrimination on the basis of handicap by recipients of federal financial assistance. The Americans with Disabilities Act of 1990 (ADA), as amended (42 U.S.C. 12101 et seq.), affords equal opportunity for employment, transportation, telecommunications, and places of public accommodation for people with disabilities. Subrecipients must comply with 49 CFR Parts 27, 37, and 38 implementing the ADA and Section 504 as required. These provisions:

- 1) Prohibit discrimination against individuals with disabilities;
- 2) Specify accessibility requirements for the design and construction of new transportation facilities;

- 3) Require that vehicles acquired be accessible to and usable by individuals with disabilities, including individuals using wheelchairs (with limited exceptions for demand responsive systems providing equivalent service to individuals with disabilities} or a demonstration of inability to obtain an accessible vehicle despite good faith efforts to do so;
- 4) Require governmental authorities, including a private non-profit entity “standing in the shoes” of the State as a subrecipient operating fixed route transit must have complementary paratransit plans on file (effective January 26, 1992); and
- 5) Subrecipients of federal funds should ensure compliance in the areas of employment, public services, public accommodations, telecommunications, and other provisions.

All GSATS subrecipients must comply with all applicable equal employment opportunity (EEO) provisions of 49 U.S.C. §§2000e and implementing federal regulations and any subsequent amendments thereto.

Subrecipients are required to certify compliance for the following assurances with the Subrecipient Agreements:

- Equal Employment Opportunity;
- Nondiscrimination on the basis of disability;
- Disadvantaged Business Enterprise Program; and
- Compliance with Title VI of the Civil Rights Act of 1964.

Debarment and Suspension.

To prevent fraud, waste, and abuse in Federal transactions, GSATS is responsible for ensuring that federal funds are not provided to anyone who has been debarred, suspended, ineligible, or voluntarily excluded from participation in federally assisted transactions. The U.S. General Services Administration (GSA) maintains a website, which is updated with real time data as it occurs. GSATS will review during site visits a subrecipient’s transactions, particularly for vehicles and equipment, to verify that checks have been made.

Environmental Protection. GSATS agrees that Environmental Impact Statements will be provided as required for any projects with significant environmental impact, or for which categorical exclusions do not apply. GSATS anticipates that most, if not all, projects will qualify as Categorical Exclusions.

Buy America. Under the Buy America provision applicable to FTA grants, FTA funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States. Rolling stock must be assembled in the United States and have a sixty percent (60%) domestic content to be considered a United States product. GSATS assures that the purchase of construction equipment or rolling stock for use in federal grant programs will comply with all specifications and Buy America requirements.

Pre-Award & Post-Delivery Reviews. GSATS will ensure that pre-award and post-delivery reviews are completed as specified in FTA regulations at 49 CFR part 663. The cost of the pre-award and post-delivery reviews will be the subrecipient’s responsibility.

Vehicle Use/Maintenance/Disposition. GSATS is the 1st Lien Holder of all vehicles purchased with Section 5310 Program funding through the useful life of the vehicle. Vehicles must be maintained and used for the intended purpose under which they are purchased. GSATS is responsible for ensuring that the subrecipient is maintaining continuing control over vehicles and that the vehicles are used for eligible public transit purposes. GSATS follows FTA guidelines for determining when a vehicle has reached the end of its useful life. A subrecipient may dispose of or utilize a vehicle for another purpose when the vehicle has attained its useful life. Appropriate useful life for vehicles purchased is defined in the Subrecipient Agreement

If any vehicles are to be removed from service prior to the end of their useful life, the subrecipient must notify GSATS prior to doing so. The subrecipient will remit the federal share of the current market value of the vehicles to GSATS.

If vehicles are to be removed from service at the end of, or after useful life, subrecipient will notify GSATS. Any vehicle purchased with 5310 funds must be reported to GSATS at the time of disposition. The subrecipient must use the disposition calculator to determine if the proceeds from the disposition exceed \$5000. Fifty percent (50%) of any proceeds exceeding \$5000 are submitted to FTA by the MPO via pay.gov.

GSATS will maintain an inventory list of all vehicles to ensure that vehicles are used in accordance with program requirements. The inventory includes:

- Award Number
- Acquisition Year
- Vehicle year
- Vehicle Make and Model
- Location;
- Useful Life Requirements
- Disposition Status

GSATS is responsible for ensuring that all vehicles purchased with federal funds are maintained in good operating order. GSATS will require subrecipients to follow manufacturer's suggested maintenance schedules to maintain good working order. Preventive maintenance scheduled services will be scheduled through the subrecipients maintenance department or their designated maintenance service provider. All documentation regarding maintenance records must be sent to GSATS. GSATS will audit maintenance records of vehicles and may inspect vehicles during site visits.

Charter Bus. Title 49 CFR 5323(d) limits charter service provided by federally assisted public transportation operators. FTA regulations specify these limitations in 49 CFR part 604—Charter Service, amended effective April 30, 2008 (73 FR 2326, Jan.14, 2008). Each recipient must enter into an agreement with FTA that the recipient will not engage in charter service unless permitted by FTA charter service regulations. FTA includes that agreement in its annual publication of Certifications and Assurances. Charter service is defined based on whether a third party requests the service or whether the transit agency initiates the service. If a third party requests service, FTA will utilize four characteristics of charter service to determine whether the proposed service meets the definition of charter. If a transit agency initiates the service, FTA will look at whether the transit agency also charges a premium fare or accepts a subsidy from a third party.

Please contact your GSATS Program Manager if you have questions on what constitutes charter service before registering or taking further action.

School Transportation. Subrecipient agreements will include provisions related to compliance with 49 CFR 5323(f) and FTA regulations, "School Bus Operations," at 49 CFR 605.14. Sub-recipients must agree that they will:

- 1) Not engage in school transportation operations in competition with private school transportation operators only to the extent permitted by 49 U.S.C. 5323(f), and federal regulations; and
- 2) Comply with the requirements of 49 CFR part 605 before providing any school transportation using equipment or facilities acquired with federal assistance authorized by 49 U.S.C. chapter 53 or Title 23 U.S.C. for transportation projects.

Drug and Alcohol Testing. GSATS must ensure that Safety Sensitive Employees operating transit vehicles funded through 5310 comply with Drug and Alcohol Testing Program. This compliance includes the employees of its sub-recipients. Therefore, all safety sensitive employees who participate with GSATS's sub-recipients are required to undergo the drug-testing portion of the certification process.

Lobbying Restrictions. As required by 31 U.S.C. 1352 and U.S. DOT regulations, 'New Restrictions on Lobbying', at 49 CFR 20.110, GSATS must certify that for any recipient of Federal assistance exceeding \$100,000:

- 1) No Federal appropriated funds have been or will be paid by or on behalf of any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress regarding the award of Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement;
- 2) If any funds other than Federal appropriated funds have been or will be paid to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application for Federal assistance, the contractor and/or recipient ensures that it will complete and submit Standard Form LLL, 'Disclosure Form to Report Lobbying', including information required by the instructions accompanying the form, which form may be amended to omit such information as authorized by 31 U.S.C. 1352.
- 3) Certification language included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, sub-agreements, and contracts under grants, loans, and cooperative agreements).

Appendices

Designated Recipient Letter

GSATS Policy Committee Resolution



Items for Agenda
Grand Strand Area Transportation Study
Technical Coordinating Committee

Date: July 17, 2024
From: Elizabeth Tucker
Division: Transportation
Cleared By: N/A
Committee: TCC
Regarding: P7.0 Regional Impact Local Input Points Assignment

ITEM: Division 3 Local Input Points Assignment

BACKGROUND:

As part of the P7.0 transportation prioritization process, local input points at the Regional Impact and Division Needs levels are split evenly between the MPO and the Division Engineer. GSATS will assign local points for Regional Impact once the final data driven P7.0 quantitative scores are generated. The points assigned in each category cover all modes: aviation, bicycle & pedestrian, highway, and transit. A maximum of 100 points may be assigned to any one project.

The number of points for each MPO/RPO is calculated using the following method:

Base of 1,000 points + 100 additional points for every 50,000 (rounding up to next) in population
= Total Points Allotment

GSATS 1,000 + 100 (population of 47,909 rounded up to 50,000) = 1,100

GSATS has a total of 1,100 points to assign to projects for all modes and will use the methodology described in this document to determine the merits of the projects for assignment of points. NCDOT Division 3 has 2,500 to assign for all modes. Division 3 is divided among six (6) planning organizations and has recommended the attached Point Assignments for the GSATS region.

The GSATS P7.0 Local Input Methodology is based upon guidance from NCDOT and dialogue with the MPO's Technical Coordinating Committee (TCC). Public comment will be solicited on these local input points assignments in accordance with the GSATS Public Participation Plan (PPP) and presented to the Transportation Advisory Committee (TAC) for adoption.

PROPOSED ACTION:

- Recommendation from TCC to seek Public Comment on the P7.0 Division 3 Regional Impact Local Input Points Assignment; and
- Recommendation to the Transportation Advisory Committee (TAC)

LIST OF ATTACHMENTS:

P7.0 Division 3 Regional Impact Local Input Points Assignment
TAC Resolution

CTP ID SPOT ID	Project:	From / To:	Description:	P7.0 Score:	Notes & Cost (P7.0):	Local Input Points Applied	Potential Score
1 1A-02 H231097	Carolina Bays Parkway Extension (w/ RCI's) (Future I-74)	From South Carolina State Line to NC 904 (Longwood Road)	New Road (Typ. Sec. 4A) w/ RCI's (at SR 1300 (Ash Little River Road) and SR 1304 (Pea Landing Road)), grade-separated interchange at NC 904 (Longwood Road), over-passes at all other crossings, and service roads. P7.0 Segment is an alternative to Carry Over P6.0 H090237-A (New Highway) P6.0 score: State 62.71 / Regional 36.65 SIT 5 (Construct Roadway at New Location)	Statewide: 47.78/100 Regional: 27.92/70	Based on Alt. #4 route Est. \$313.80 mil		State: 47.78 Reg.: 27.92
2 8B H230908	N.C. 904 (Seaside Road) (907)	From U.S. 17 to N.C. 179 (Southern section)	Upgrade. A bike lane and sidewalk are recommended for the west side of street along NC 904 from Old Shallotte Road to NC 179. P7.0 Segment a portion of P6.0 H090804 (Widen) P6.0 score for full: Regional 20.34 / Division 14.7 SIT 26 (Upgrade - lane & shoulder widths, turn-lane)	Regional: 37.46/70 Division: 29.32/50	Upgrade to match capacity on northern section. Est. \$9.4 mil	Reg.: 100 Div.: 100	Reg.: 52.46 Div.: 54.32
3 13A-02 H231252	N.C. 130 (Holden Beach Road)	From SR 1357 (Smith Avenue) to SR 1130 (Mt. Pisgah Rd)	Upgrade (SIT 26) w/ one-lane roundabout at SR 1130 (Mt. Pisgah Road). A multi-use path is recommended. P7.0 segment a portion of P6.0 H190791 (Widen) P6.0 score for full: Regional 44.96 / Division 35.33	Regional: 44.19/70 Division: 35.24/50	Increase capacity and flow. Est. \$17.4 mil	Reg.: 100 Div.: 100	Reg.: 59.19 Div.: 60.24
4 13B H231092	N.C. 130 (Holden Beach Road)	SR 1130 (Mt. Pisgah Rd) to SR 1139 (Seashore Rd)	Upgrade (SIT 26) w/ one-lane roundabout at SR 1139 (Seashore Rd). A multi-use path is recommended. P7.0 segment a portion of P6.0 H190791 (Widen) P6.0 score for full: Regional 44.96 / Division 35.33	Regional: 40.92/70 Division: 32.80/50	Increase capacity and flow. Est. \$11.9 mil	Reg.: 100 Div.: 100	Reg.: 55.92 Div.: 57.80
5 13D H230939	N.C. 130 (Holden Beach Road)	SR 1120 (Sabbath Home Rd) to SR 1199 (Cedar Landing Road)	Upgrade. (curb & gutter, defined driveways, sidewalk, & turn- lane / decel. At SR 1199). Segment was not included in P6.0.	Regional: 35.05/70 Division: 28.35/50	Holden Beach Causeway. Est. \$3.7 mil	Div.: 100 [Pot. NCDOT Support]	Reg.: 35.05 Div.: 78.35
6 18A&B H230932	SR-1173 (Village Road) & N.C. 179 (Village Road)	US 17 BUS to SR 1145 (Village Point Rd)	Modernize. Turn-lane @ NS 95959 (Powell Street), Roundabout at NS 94885 (South Willis Drive), & Roundabout at SR 1145 (Village Point Road). P7.0 segment a portion of P6.0 H191705 (Widen) P6.0 score for full: Regional 21.05 / Division 17.93	Regional: 13.15/70 Division: 8.48/50	Increase capacity and flow. Est. \$16.9 mil		Reg.: 13.15 Div.: 8.48
7 19A H230951	N.C. 179 (Beach Drive SW)	South Carolina state line to SR 1167 (Persimmon Rd)	Modernize (lane widths & sidewalks and roundabout @ Persimmon). P7.0 segment a portion of P6.0 H140870 (Widen) P6.0 score for full: Regional 31.84 / Division 25.55	Regional: 16.81/70 Division: 11.81/50	Widening is NOT being discussed. Est. \$12.8 mil		Reg.: 16.81 Div.: 11.81
					Min. 50% of max. score		

CTP ID SPOT ID	Project:	From / To:	Description:	P7.0 Score:	Notes & Cost (P7.0):	Local Input Points Applied	Updated Score
8 24A H231096	SR 1163 (Old Georgetown Road SW)	NC 904 (Seaside Road SW) to SR 1184 (Ocean Isle Beach Rd)	Upgrade w/ turn-lane at SR 1918 (Jenrette Road). CTP recommendation is to add shoulders. P7.0 segment a portion of P6.0 H192506 (Widen) P6.0 score for full: Division 12.6	Regional: 32.98/70 Division: 25.57/50	Increase capacity and safety. Est. \$11.0 mil		Reg.: 32.98 Div.: 25.57
9 46 H230891	SR 1136 (Red Bug Road SW) and SR 1134 (Gray Bridge Road SW)	This is an intersection improvement project. The recommendation is to replace the offset intersection with a roundabout to improve traffic flow and increase safety. NC 130 is showing a highway improvement recommendation to address congestion and mobility, so an intersection improvement is needed. SIT 21 (Realign w/ roundabout)		Regional: 44.69/70 Division: 34.55/50	Improve safety. Est. \$12.3 mil	Reg.: 100 [Pot. NCDOT Support]	Reg.: 74.69 Div.: 34.55
10 53 H230884	U.S. 17 (Shalotte Bypass) and U.S. 17 BUS North Intersection	CTP recommendation is to convert the at-grade intersection (with light) to a reduced conflict intersection (RCI) (Two-lane loop). P6.0 & STIP included corresponding South Intersection. P6.0: Upgrade Intersection to grade-separated Interchange P6.0 score: State: 59.73, Regional: 36.68 SIT 10 (RCI)		Statewide: 69.84/100 Regional: 43.69/70 Division: 31.32/50	Increase capacity, flow, and safety. Est. \$11.2 mil	Reg.: 100 Div.: 100	Reg.: 58.69 Div.: 56.32
11 60 H230893	N.C. 130 (Holden Beach Rd) and SR 1130 (Mt. Pisgah Rd)	The recommendation is to replace the existing 3-way intersection with a roundabout. Since NC 130 is showing a recommendation to be upgraded to a boulevard in future year 2050, the intersection will need to be upgraded. SIT 10 (Roundabout)		Regional: 33.07/70 Division: 24.58/50	Increase capacity and flow. Est. \$6.0 mil		Reg.: 33.07 Div.: 24.58
12 61 H231113	N.C. 179 (Beach Road), SR 1167 Persimmon Road), NS 96610 (Lake Drive)	The recommendation is to replace the existing 4- way Intersection with a roundabout, traffic-light, and or realignment. NC 179 is showing a highway recommendation to address congestion and mobility, so an intersection improvement is needed. SIT 10 (roundabout)		Regional: 29.07/70 Division: 23.08/50	Increase flow, and safety. Est. \$8.3 mil		Reg.: 29.07 Div.: 23.08
13 76 H230890	N.C. 179 (Bricklanding Rd) and SR 1145 (Village Point Rd)	The recommendation is to replace the existing 3- way Intersection with a roundabout, traffic-light, and or realignment. NC 179 is showing a highway recommendation to address congestion and mobility, so an intersection improvement is needed. SIT 21 (Realign only)		Regional: 31.74/70 Division: 24.91/50	Increase capacity, flow, and safety. Est. \$2.8 mil	Reg.: 100	Reg.: 46.74 Div.: 24.91
14 61/96/97 H230906	SR 1167 (Persimmon Rd), SR 1165 (Thomasboro Rd), and NC 179 (Beach Dr) Intersections.	This is a multi-intersection improvement project. The recommendation is to make upgrades to the existing intersections to improve safety. Upgrades would include a roundabout(s) and or traffic light(s).		Regional: 30.64/70 Division: 24.23/50	Increase capacity, flow, and safety. Est. \$6.10 mil		Reg.: 30.64 Div.: 24.23
15 GSATS Alt. 01 H231090	NC 179 (Beach Road), NC 179 (Old Georgetown Rd), NC 179 BUS (Beach Road), SR 1164 (Clariday Road)	Add turn-lane (right-turn) on the north/east-bound segment of NC 179 (Beach Road) to reduce stacking and increase flow of vehicles turning south/east onto NC 179 BUS (Beach Road).		Regional: 34.10/70 Division: 25.57/50	Increase flow. Est. \$2.40 mil	Reg.: 100 Div.: 100	Reg.: 49.10 Div.: 50.57

Carry Over Highway Projects from P6.0 (with P7.0 scores as of 05/24/24)

SPOT ID	Project:	From / To:	Description:	P7.0 Score:	Notes & Cost (P7.0):	Local Input Points Applied	Potential Score
H090237-A	Carolina Bays Parkway Extension (Future I-74)	From South Carolina State Line to US 17 (north/east of NC 130 (Whiteville Road))	Construct new freeway. SIT 5 (Construct Roadway at New Location)	Statewide: 58.57/100 Regional: 34.10/70	Based on Alt. #4 route Est. \$659.90		State: 58.57 Reg.: 34.10
H190791	N.C. 130 (Holden Beach Road)	From SR 1357 (Smith Avenue) to SR 1130 (Mt. Pisgah Rd)	Widen NC 130 to a multi-lane facility with multipurpose path from Smith Ave to Mt. Pisgah Rd. SIT 5 (Widen)	Regional: 43.40/70 Division: 34.42/50	Increase capacity, flow, and safety. Est. \$107.60 mil	Reg.: 100 Div.: 100	Reg.: 58.40 Div.: 59.42
H141790	US 17 (Shalotte Bypass) and US 17 BUS (Main Street)	SIT 7 (Upgrade existing at grade intersection to interchange)		Statewide: 58.86/100 Regional: 41.26/70 Division: 29.19/50	Increase capacity, flow, and safety. Est. \$43.60 mil	Reg.: 100 [Pot. NCDOT Support]	State: 58.86 Reg.: 71.26 Div.: 29.19

Projects NCDOT has expressed interested in applying Local Input Points (as of 07/01/2024)

SPOT ID	Project:	From / To:	Description:	P7.0 Score:	Notes & Cost (P7.0):	Local Input Points Applied	Potential Score
H090806-A	NC 211 Widening	US 17 to SR 1112 (Sunset Harbor Rd)	Widen to 4 lanes per Feasibility Study WS-40814	Regional: 40.23/70 Division: 29.15/50	Project split between GSATS (8%) & Cape Fear RPO (92%) Est. \$214.5 mil	Reg.: 8 [NCDOT Support]	Reg.: 71.26 Div.: 29.15
H230825	NC 179 (Beach Dr SW) and NC 904 (Causeway Drive)/SR 1184 (Ocean Isle Beach Road SW)	Upgrade intersection to include 4 slip lanes.		Regional: 41.62/70 Division: 31.86/50	Submitted by Div. Est. \$7.60 mil	Div.: 100 [NCDOT Support]	Reg.: 41.62 Div.: 81.86
H230999	Carolina Bays Parkway Extension (Future I-74)	NC/SC Border to SR 1300 (Ash Little River Road NW)	Construct roadway on new location from the state line and tie into SR 1300 (Ash Little River Road NW). [Fiscally-constrained segment]	Statewide: 58.86/100 Regional: 41.26/70 Division: 29.19/50	Submitted by Div. Est. \$39.70 mil	Div.: 100 [NCDOT Support]	State: 58.86 Reg.: 41.26 Div.: 79.19

SPOT ID	Facility / Project:	Location:	Description:	P7.0 Score:	Notes & Cost (P7.0):	Local Input Points Applied	Potential Score
A231422	Hanger Development (Phase 1)	Northwest corner of facility, near SR 1184 (Ocean Isle Beach Rd)	T-Hangar Development Phase I - Construct a 10-Unit T-hangar building and associated taxilanes and automobile parking on the west of the Runway 6 End adjacent to SR 1184 (Ocean Isle Beach Rd) (Includes PC Project Request Number: 4479)	Regional: N/A Division: 21.74/50	Est. \$4.90 mil		Div.: 21.74
A231424	Runway 24 Threshold & Rehab.	Runway 24 (length of facility), threshold on east side of facility	Reestablishing Runway 24 Threshold and Runway Rehabilitation . Project to include runway lighting system replacement to prevent two runway closures for construction . DOA added 3028, 3029	Regional: N/A Division: 36.78/50	Est. \$6.80 mil	Div.: 100	Div.: 61.78
A231425	Perimeter Fence Upgrade	Perimeter of Facility	Install a 10' tall wildlife fence around the portions of the Airport where fencing is not currently installed and upgrade the sections that are under sized. (Includes PC Project Request Number: 2297)	Regional: N/A Division: 25.17/50	Est. \$1.01 mil		Div.: 25.17
A231426	Automated Weather Observation System (AWOS)	North of the facility, outside of the existing boundary	Automated Weather Observation System (AWOS) land acquisition and installation. (Includes PC Project Request Number: 4870)	Regional: N/A Division: 7.71/50	Est. \$1.60 mil		Div.: 7.71
A231427	Approach Lighting on Runway 24 (East)	East side of facility (across SR 1154 / Hale Swamp Road)	Installation of Approach Lighting System (ALS) on Runway 24, associated land acquisition, and clearing of obstacles (Includes PC Project Request Number: 4872)	Regional: N/A Division: 43.22/50	Est. \$500,000	Div.: 100	Div.: 68.22
A231428	Safety Area Expansion (Southside & Northwest Corner)	Southside of facility and north of NC 179 (Beach Drive)	Land will be acquired and cleared on either side of Runway 6-24. A majority of the property is between the runway and NC 179. A small area north of Runway 24 threshold is also included (west of SR 1154 / Hale Swamp Rd). (Includes PC Project Request Number: 4871)	Regional: N/A Division: 5.85/50	Est. \$12.40 mil		Div.: 5.85

Min. 50% of max. score

SPOT ID	Project:	From / To:	Description:	P7.0 Score:	Notes & Cost (P7.0):	Local Input Points Applied	Potential Score
B192046	SR 1172 (Sunset Boulevard N)	Station Trail to Pineview Drive	Construct an 8-10 ft wide multi-purpose path connecting the existing sidewalk network from Sunset Beach Park to the intersection of Pine View Dr. There are partially completed 5ft sidewalks between Pine View Drive and (SR 1162) Seaside Road SW. The path would connect several residential neighborhoods and provide access to the Sunset Beach Town Hall, the Ingram Planetarium and local businesses and commercial retail centers between Queen Anne Street and Seaside Road.	Regional: N/A Division: 11.69/50	P6 Project Est. \$1.82 mil		Div.: 11.69
B231172	NC 179/SR 1172 (Sunset Blvd N)	Station Trail to NC 904 (Seaside Road SW)	Construct an 8-10' wide multi-use path connecting the existing sidewalk network from Sunset Beach Park to the NC 904 (Seaside Road SW) intersection.	Regional: N/A Division: 19.87/50	Submitted by Division Est. \$3.13 mil		Div.: 19.87
B231451	SR 1168 (Country Club Road)	US 17 (Ocean Highway) to NC 179 (Beach Drive)	Install a two-way 10' wide separated bike lane on the east side of SR 1168. Project to connection residential neighborhoods to commercial services and to connect to the East Coast Greenway bike route.	Regional: N/A Division: 10.92/50	Est. \$1.44 mil		Div.: 10.92
B231752	SR 1168 (Country Club Road)	US 17 (Ocean Highway) to NC 179 (Beach Drive)	Construct on-road bike lanes 4' wide paved shoulders on both sides of SR 1168 (Country Club Road)	Regional: N/A Division: 8.92/50	Est. \$1.22 mil		Div.: 8.92
B231757	SR 1168 (Country Club Road)	US 17 (Ocean Highway) to NC 179 (Beach Drive)	Construct 4' wide paved shoulders on both sides road	Regional: N/A Division: 8.65/50	Est. \$1.22 mil		Div.: 8.65

Min. 50% of max. score



RESOLUTION

of the

GRAND STRAND AREA TRANSPORTATION STUDY NORTH CAROLINA TRANSPORTATION ADVISORY COMMITTEE

SUMMARY: This resolution by the Grand Strand Area Transportation Study (GSATS) North Carolina Transportation Advisory Committee (TAC) adopts the P7.0 Division 3 Regional Impact Local Input Points Assignment for projects within the GSATS's study area boundaries identified by NCDOT.

WHEREAS, NCDOT's Strategic Transportation Investments (STI) establishes the SPOT prioritization process to evaluate projects based on quantitative data and local input points; and

WHEREAS, GSATS has 1,100 points at its discretion to assign to projects eligible for the SPOT 7.0 Regional Impact funding category, and a maximum of one hundred (100) points can be awarded to a single project; and

WHEREAS, NCDOT has allotted 2,500 points to assign divided among Planning Organizations in Division 3; and

WHEREAS, NCDOT Division 3 has consulted with GSATS on Points Assignment regarding projects relevant to the GSATS study area; and

WHEREAS, the TAC affirms its public involvement procedures and that the Regional Impact Local Input Points Assignment authorized by NCDOT have been followed; and

WHEREAS, the GSATS' Technical Coordinating Committee has reviewed and discussed the GSATS 7.0 Preliminary Division 3 Regional Local Input Point Assignment and recommended approval at the July 26, 2024, meeting;

NOW, THEREFORE, BE IT RESOLVED BY THE GSATS NCTAC, THAT:

The GSATS 7.0 Division 3 Regional Impact Local Input Points Assignment is, as attached hereto and incorporated herein, adopted and will be submitted to the NCDOT STI office for SPOT 7.0 prioritization scoring.

Walter Eccard, Chair

Date

Attested by:

Mark Hoeweler, MPO Director

Date