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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: March 22, 2019
SUBJECT: March 27th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, March 27th at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street in downtown Wilmington.

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
- 6) Presentations
 - a. Town of Carolina Beach Pedestrian Plan- Ed Parvin, Town of Carolina Beach
 - b. Military Ocean Terminal Sunny Point Joint Land Use Study- Vagn Hansen, Benchmark Planning
 - c. “Be a Looker” Campaign- Nick Cannon, Wilmington Urban Area MPO
 - d. NC Moves 2050 Plan- Nazia Sarder, NCDOT
- 7) Consent Agenda
 - a. Approval of Board Meeting Minutes- February 27, 2019 (p.)
 - b. Resolution amending the FY 2019 Unified Planning Work Program
 - c. Resolution adopting the Town of Carolina Beach Pedestrian Plan
- 8) Regular Agenda
 - a. Resolution approving the Wilmington Urban Area Metropolitan Planning Organization’s FY 2020 Unified Planning Work Program
 - b. Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area Metropolitan Planning Organization
 - c. Resolution adopting the FY 2020-2024 Surface Transportation Block Grant Program-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable (TASA-DA) Program Submittal Guide and Competitive Process

Wilmington Urban Area Metropolitan Planning Organization

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- 9) Discussion
 - a. 2018-2027 STIP/MPO TIP Administrative Modification #19-2
 - b. Cape Fear Moving Forward 2045 Financial Forecast and Alternative Funding Sources
 - 10) Updates
 - a. Crossing over the Cape Fear River (p.)
 - b. Wilmington Urban Area MPO (p.)
 - c. Cape Fear Public Transportation Authority (p.)
 - d. NCDOT Division (p.)
 - e. NCDOT Transportation Planning Division (p.)
 - 11) Announcements
 - a. Bike/Pedestrian Committee Meeting- April 9th
 - 12) Next meeting – April 24, 2019

Attachments

- Board Meeting Minutes- February 27, 2019
- Proposed amendments to the FY 2019 Unified Planning Work Program
- Revised FY 2019 Unified Planning Work Program Budget
- Resolution amending the FY 2019 Unified Planning Work Program
- https://www.carolinabeach.org/projects/pedestrian_plan.php
- Resolution adopting the Town of Carolina Beach Pedestrian Plan
- Proposed FY 2020 Unified Planning Work Program
- Resolution approving the Wilmington Urban Area Metropolitan Planning Organization’s FY 2020 Unified Planning Work Program
- Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area Metropolitan Planning Organization
- Proposed FY 2020-2024 Surface Transportation Block Grant Program-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable Program Submittal Guide
- FY 2020-2024 Surface Transportation Block Grant Program-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable (TASA-DA) Program Funding Request Submittal Form
- Resolution adopting the FY 2020-2024 Surface Transportation Block Grant Program-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside- Direct Attributable (TASA-DA) Program Submittal Guide and Competitive Process
- Proposed 2018-2027 STIP/MPO TIP Administrative Modification #19-2
- Cape Fear Moving Forward 2045 Financial Forecast and Alternative Funding Sources Memorandums
- Cape Fear River Crossing Update (March)
- Wilmington Urban Area MPO Project Update (March)
- Cape Fear Public Transportation Authority Update (March)
- NCDOT Division Project Update (March)
- NCDOT Transportation Planning Division Project Update (March)

Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, February 27, 2019

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Mike Allen, Town of Belville
Neil Anderson, City of Wilmington
Jonathan Barfield, Cape Fear Public
Transportation Authority
Mike Forte, Brunswick County
Hank Miller, Town of Wrightsville Beach

Charlie Rivenbark, City of Wilmington
Steve Shuttleworth, Town of Carolina Beach

Others Present

Mike Kozlosky, Executive Director, WMPO
Karen Collette, NCDOT

1. Call to Order

Chairman Piepmeyer called the meeting to order at 3:02 p.m.

2. Conflict of Interest Statement

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

3. Approval of Board Members' Excused Absences

Mr. Kozlosky stated that John Ellen and Pat Kusek have requested to be excused from the meeting.

Mr. Miller made a motion to excuse the absences of Mr. Ellen and Ms. Kusek. Mr. Rivenbark seconded the motion, and it carried unanimously.

4. Approval of the Agenda

Mr. Barfield made a motion to approve the agenda, seconded by Mr. Miller, and the motion carried unanimously.

5. Public Comment Period

No one was present to speak during the public comment period.

6. Consent Agenda

a. Approval of Board Meeting Minutes – January 30, 2019

b. Resolution supporting the allocation of FY 19 Transportation Alternatives Set Aside-Direct Attributable (TASA-DA) funding to the Town of Carolina Beach for the Clarendon Avenue Multi-use path, City of Wilmington for the Market Street at 21st Street signalized pedestrian crossing, and New Hanover County for design of the Ogden Park/Middle Sound Loop Connector Projects

c. Resolution supporting the Section 5310 Community Grant Awards

d. Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #19-1

e. Opening of the 30-day Public Comment Period for 2018-2027 STIP/MPO TIP Amendment #19-1

Mr. Forte made a motion to approve the Consent Agenda as presented, seconded by Mr. Allen, and the motion carried unanimously.

7. Regular Agenda

a. Resolution adopting the Wilmington Urban Area MPO's FY'19 Legislative Agenda

Mr. Kozlosky reminded members that a draft legislative agenda was presented at the last Board meeting. In response to comments, staff added language to the Electric Scooter Legislation item stating that the allowance and/or use of electric scooters should be subject to local government control through adopted codes and ordinances. In addition, the Technical Coordinating Committee (TCC) suggested adding language under the topic of Corridor Preservation requesting that the General Assembly and the Department of Transportation to provide funding for advanced acquisition on larger transportation projects to protect corridors from development.

In response to concerns expressed by Mr. Barfield, Mr. Kozlosky responded that staff would review the moped legislation and would provide an update of any changes to it during the last few years.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky stated that the Transportation Corridor Official Map Act is still in legislation; however, all of the maps have been rescinded. He expressed concerns regarding a bill that has been drafted to rescind the entire Map Act, which would impact the indemnification of the MPO.

Following further consideration, Mr. Anderson made a motion to approve the Resolution adopting the Wilmington Urban Area MPO's FY'19 Legislative Agenda.

Mr. Shuttleworth seconded the motion, and it carried unanimously.

b. Resolution supporting the North Carolina Ports Authority's grant application for the US DOT's FY 19 Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA) programs to fund container gate improvements at the Port of Wilmington

Mr. Kozlosky stated that the North Carolina Ports Authority is considering submission for BUILD and INFRA grants to improve the Port's the north and south gates. He noted that this resolution would support those efforts.

Mr. Miller made a motion to approve the Resolution supporting the North Carolina Ports Authority's grant application for the US DOT's FY'19 Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA) programs to fund container gate improvements at the Port of Wilmington. Mr. Rivenbark seconded the motion, and carried it unanimously.

c. Resolution supporting the North Carolina Department of Transportation's efforts to fund resilient improvements to Interstate 40 and Interstate 95

Mr. Barfield made a motion to approve the Resolution supporting the North Carolina Department of Transportation's efforts to fund resilient improvements to Interstate 40 and Interstate 95. Mr. Forte seconded the motion, and carried it unanimously.

d. Resolution approving the Cape Fear Moving Forward 2045 Bicycle and Pedestrian Modal Project List

Ms. Lorenzo stated that included in the agenda packet is the Bicycle and Pedestrian Modal Project List for inclusion in the 2045 Metropolitan Transportation Plan (MTP). She reminded members that the other five modal lists were adopted last month. She noted that during the past few months, the Bike- Pedestrian Subcommittee narrowed a list of approximately 1,000 projects to about 180 projects. She added that these

projects have been assigned cross-sections and will be submitted to the consultant for a high-level cost estimates. After which, the projects will be scored and ranked.

Mr. Forte expressed concerns regarding a bill introduced in the General Assembly to register bicycles for \$10 each with proceeds going toward the purchase of bike helmets for younger children. Mr. Kozlosky responded that the proposed legislation will be researched and monitored.

Vice Chair Batleman made a motion to approve the Resolution approving the Cape Fear Moving Forward 2045 Bicycle and Pedestrian Modal Project List. Mr. Anderson seconded the motion, and carried it unanimously.

8. Discussion

a. FY 2020-2024 Direct Attributable Funding Call for Projects

Ms. Kimes stated that over the course of the last year, staff has worked on updating the Surface Transportation Block Grant Program – Direct Attributable (STPBG-DA)/ Transportation Alternatives Program – Direct Attributable (TASA-DA) program to achieve greater success in building projects and building them more quickly. As part of this effort, staff researched best practices of other MPOs across the state.

Ms. Kimes stated that the expansion to a five-year program is one of the biggest changes. The first two years would be for committed projects and would be followed by a review of the remainder of the program. She added that Raleigh is experiencing some success in separating design and construction by one year. She explained that putting money in different fiscal years provides additional time and an opportunity to identify funding for larger projects.

Ms. Kimes stated that TCC had no comments on the proposed program. She requested that the Board review the program and return any comments to her by next Wednesday to be incorporated in the program. She anticipated that a call for projects would be made next month. She expressed concerns regarding the need for a mechanism for WAVE to apply for funding, since the modal buckets have been discontinued.

Mr. Kozlosky stated that the MPO could continue to give WAVE a flat allocation as it has in the past or add a category to the application for WAVE to submit projects to be scored for more or less funding than it has been awarded in the past.

A question/answer and discussion period was held. Mr. Kozlosky stated that the intention is to use the funds in the most efficient way possible and to encourage participation. He attributed the need for changes in the process to the significant increase in the cost of projects from 2013 to 2015 necessitating additional allocations, and to the scarcity of applications from member jurisdictions due to past difficulties in implementing the program. He pointed out that changing to a five-year program, similar to the state's program, would allow greater flexibility within the program and provide for more efficient use of funds. Previously, the vast majority of funding has gone to bicycle and pedestrian projects or to WAVE; although many other uses for these funds exist.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky stated that funds were awarded today to the County's Middle Sound Loop Project. He added that the Town of Carolina Beach has four projects that have been approved, and three under construction. He noted that the projects come from either the planning staff or parks and recreation staff.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky stated that in the past, the buckets of funding were provided for each of the various modes. He noted that 15%-20% went to the public transportation component, which was flexed to WAVE through the state and Federal Transit Administration (FTA). He noted that this allocation could be repeated or the application process could be modified. Over the past few years, the MPO has flexed \$500,000 from the Federal Highway Program to Federal Transit for preventative maintenance and ADA compliance.

In response to inquiries by Board members, Mr. Eby gave some general examples of WAVE's ADA and preventative maintenance projects.

A lengthy question/answer and discussion period was held. In the spirit of simplifying the process, it was the consensus of the Board to continue a flat allocation for WAVE until participation in the program increases.

b. Transportation Alternatives Set Aside – Direct Attribute Funding- Previous Year Funding Allocations

Ms. Kimes stated that in September, the Federal Government will rescind unobligated Transportation Alternatives Set Aside-Direct Attributable (TASA-DA) funds. She noted that although the MPO awards projects an amount, in the federal government's eyes, the funds are unobligated until they are awarded for use. She added that the Department of Transportation (DOT) will distribute a formula to determine the amount of the rescission of unobligated TASA funds.

In response to an inquiry by Chairman Piepmeyer, Ms. Kimes stated that TASA funds cannot be used for WAVE Transit or for the pre-emption of traffic signals.

Ms. Kimes stated that staff is working with NCDOT to determine the exact unobligated balance, and with member jurisdictions to determine what can be obligated by September 2019. She noted that construction plans need to reach 95% of completion to be considered obligated. She added that the Town of Carolina Beach is offering to return funds that cannot be obligated in time.

Ms. Kimes stated that NCDOT and the Division are working on ADA ramp upgrades throughout the Division including City of Wilmington, Town of Carolina Beach and Town of Wrightsville Beach. She noted that it will be necessary to open another call for projects for which DOT could submit an application and provide 20% to obligate the unobligated funds by the deadline.

It was the consensus of the Board to open a call for projects.

c. Resilient Transportation Infrastructure Priorities

Mr. Kozlosky stated that during the agenda review, discussion was held on establishing priorities for transportation infrastructure. He noted that as a result of Hurricane Matthew and Hurricane Florence, a number of different issues within the community became apparent. He explained that the idea was to establish the top-five priorities for infrastructure improvements relating to storms, such as those improvements to Interstate 40 and Interstate 95.

Chairman Piepmeyer stated that about a month ago he participated in a regional gathering of many local and some state leaders to discuss the aftermath of Hurricane Florence. During that discussion, it became apparent that many counties and municipalities in this

region have some similar challenges as well as some unique ones. He expressed a desire to identify from the regional perspective of this Board, the top-five projects needing to be addressed following Hurricane Florence. For example, he pointed out that US Highway 17 at Town Creek, needs a bridge or alternate route to avoid a future shut town. Another issue was the lack of dredging of streams, ditches and waterways, which impacts local flooding of transportation infrastructure.

Chairman Piepmeyer stated that this topic is the start of a discussion, which may help in obtaining state or federal funding, and with prioritizing projects for this region.

A lengthy question/answer and discussion period was held. Mr. Shuttleworth suggested a potential project with the state to assist counties and municipalities with an active stormwater management program.

Chairman Piepmeyer requested that members bring back some ideas for the top-five priorities for continued discussion on resilient transportation infrastructure when the topic returns on the agenda the month after next. He pointed out that opportunities to escalate the priorities often involve red tape and an expense that hinders fairly simple work that impacts transportation infrastructure.

11. Updates

Mr. Kozlosky stated that updates are included in the agenda packet.

12. Announcements

- NCDOT Draft 2020-2029 STIP drop-in period – March 4th – 8th at the Division Office
- Bike/Pedestrian Committee meeting – March 12th at 2:00 p.m. in this location
Chairman Piepmeyer requested that a meeting notice be forwarded to Board members.
- The next WMPO Board meeting: March 27th

Mr. Kozlosky acknowledged that Brittany Strait's last day is Friday. He noted that the position for Senior Accountant is posted on internet, and closes tomorrow at 11:59 p.m.

Mr. Rivenbark commended NCDOT on the 600-foot temporary road it constructed after the storm.

Mr. Kozlosky stated that the City of Wilmington's traffic engineering staff will offer a tour of City's Traffic Operations Center on River Road on March 27th at 1:00 p.m.

13. Adjournment

With no further business, the meeting was adjourned at 4:18 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 ON A COMPACT DISC AS PART OF THIS RECORD.**



2018-2019 Unified Planning Work Program Amendments – PL104 (f)
March 27, 2019

II-A-4 Traffic Accidents - Based on anticipated expenditures, the line item decreased by \$2,500

II-A-10 Mapping - Based on anticipated expenditures, the line item decreased by \$9,000

II-B-3 Travel Model Updates - Based on anticipated expenditures, the line item decreased by \$9,000

II-B-8 Capacity Deficiency Analysis - Based on anticipated expenditures, the line item decreased by \$750

II-B-12 Airport/Air Travel Element of LRTP- Based on anticipated expenditures, the line item increased by \$2,000

II-B-14 Rail, Waterway, and Other Mode LRTP- Based on anticipated expenditures, the line item increased by \$5,000

II-B-15 Freight Movement/Mobility Planning - Based on anticipated expenditures, the line item increased by \$5,000

II-B-16 Financial Planning - Based on anticipated expenditures, the line item decreased by \$1,000

II-B-17 Congestion Management Strategies- Based on anticipated expenditures, the line item increased by \$1,000

III-B Transportation Improvement Program - Based on anticipated expenditures, the line item increased by \$1,500

II-C-2 Environmental Justice - Based on anticipated expenditures, the line item decreased by \$2,000

II-C-6 Public Involvement - Based on anticipated expenditures, the line item decreased by \$3,500

III-D-3 Special Studies - Based on anticipated expenditures, the line item decreased by \$3,000

III-D-4 Regional and Statewide Planning- Based on anticipated expenditures, the line item increased by \$2,000

III-E Management & Operations- Based on anticipated expenditures, the line item increased by \$14,250



Wilmington Urban Area Metropolitan Planning Organization

FY2019 Unified Planning Work Program

Final: March 27, 2019

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL		SECTION 5303			STBGP-DA		TDM			TASK FUNDING SUMMARY		
		Highway / Transit		Transit / Highway		FTA	LOCAL	Highway / Transit	LOCAL	Transit	LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL	FHWA	LOCAL	NCDOT	80%	20%	80%	50%	50%				
II-A	SURVEILLANCE OF CHANGE													
II-A-1	Traffic Volume Counts	10,600	42,400							10,600		42,400		53,000
II-A-2	Vehicle Miles of Travel	50	200							50		200		250
II-A-3	Street Systems Changes													
II-A-4	Traffic Accidents	100	400							100		400		500
II-A-5	Transit System Data	100	400	1,200	9,600	4,000				2,300	1,200	14,000		17,500
II-A-6	Dwelling Unit, Pop. & Emp. Change	400	1,600							400		1,600		2,000
II-A-7	Air Travel													
II-A-8	Vehicle Occupancy Rates													
II-A-9	Travel Time Studies	100	400							100		400		500
II-A-10	Mapping	200	800			9,967				10,167		40,669		50,836
II-A-11	Central Area Parking Inventory													
II-A-12	Bike & Ped. Facilities Inventory	800	3,200							800		3,200		4,000
II-B	LONG RANGE TRANSPORTATION PLANNING													
II-B-1	Collection of Base Year Data													
II-B-2	Collection of Network Data													
II-B-3	Travel Model Updates	200	800							200		800		1,000
II-B-4	Travel Surveys													
II-B-5	Forecast of Data to Horizon year													
II-B-6	Community Goals & Objectives	4,000	16,000	400	3,200	4,000				5,400	400	23,200		29,000
II-B-7	Forecast of Future Travel Patterns													
II-B-8	Capacity Deficiency Analysis	50	200							1,050		4,200		5,250
II-B-9	Highway Element of th L RTP	4,800	19,200							4,800		19,200		24,000
II-B-10	Transit Element of the L RTP	400	1,600	400	3,200					800	400	4,800		6,000
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000							4,000		16,000		20,000
II-B-12	Airport/Air Travel Element of L RTP	1,400	5,600							1,400		5,600		7,000
II-B-13	Collector Street Element of L RTP	600	2,400							600		2,400		3,000
II-B-14	Rail, Water or other mode of L RTP	2,000	8,000							2,000		8,000		10,000
II-B-15	Freight Movement/Mobility Planning	1,600	6,400							1,600		6,400		8,000
II-B-16	Financial Planning	200	800	800	6,400					1,000	800	7,200		9,000
II-B-17	Congestion Management Strategies	1,200	4,800							2,200		8,800		11,000
II-B-18	Air Qual. Planning/Conformity Anal.													
III-A	PLANNING WORK PROGRAM	224	896							224		896		1,120
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	500	2,000							500		2,000		2,500
III-C	CVL RGTS. CMP./OTR. REG. REQS.													
III-C-1	Title VI	100	400	800	6,400					900	800	6,800		8,500
III-C-2	Environmental Justice	200	800							200		800		1,000
III-C-3	Minority Business Enterprise	100	400	800	6,400					900	800	6,800		8,500
III-C-4	Planning for the Elderly & Disabled	50	200							50		200		250
III-C-5	Safety/Drug Control Planning													
III-C-6	Public Involvement	300	1,200	800	6,400					1,100	800	7,600		9,500
III-C-7	Private Sector Participation	250	1,000							250		1,000		1,250
III-D	INCIDENTAL PLNG./PROJECT DEV.													
III-D-1	Transportation Enhancement Plng.													
III-D-2	Enviro. Analysis & Pre-TIP Plng.	50	200							50		200		250
III-D-3	Special Studies	400	1,600			60,000				15,400		61,600		77,000
III-D-4	Regional or Statewide Planning	500	2,000							500		2,000		2,500
III-E	MANAGEMENT & OPERATIONS													
TOTALS		\$67,774	\$271,096	\$8,000	\$8,000	\$64,000	\$99,000	\$396,000	\$60,000	\$60,000	\$60,000	\$234,774	\$68,000	\$731,096
														\$1,083,870

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION AMENDING THE FISCAL YEAR 2019 UNIFIED PLANNING WORK
PROGRAM OF THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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 Fiscal Year (FY) 2019 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 28, 2018; and

WHEREAS, the need for amendments to the FY 2019 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for FY 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2019 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2019 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the amendments to the FY 2019 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 27, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING THE TOWN OF CAROLINA BEACH 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 Carolina Beach was awarded a grant from the North Carolina Department of Transportation to fund the preparation of the Town’s first comprehensive pedestrian plan; and

WHEREAS, the creation of the plan 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 pedestrian paths; and

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

WHEREAS, the planning effort began in May 2017 and the culmination of this planning effort is the final plan and report; and

WHEREAS, the Carolina Beach Town Council adopted the Town of Carolina Beach Pedestrian Plan on June 12, 2018.

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

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 27, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



Unified Planning Work Program

Fiscal Year 2020

DRAFT

**FY 2020 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing...” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2020. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

The PWP for the Wilmington Urban Area identifies four separate funding sources for Urban Area transportation planning. A brief description of these funding sources follows:

- Statewide Planning and Research Programs (SPR)-These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.
- Federal Highway Administration Section 104(f) Funds-These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.
- Federal Transit Administration Section 5303 Funds-These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Surface Transportation Program-Direct Attributable Funds- These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO in direct proportion to population as defined in the Wilmington Urban Area MPO Memorandum of Understanding.

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 19

(Primary work to be performed by lead planning agency staff except where noted.)

Line Item Code

II-A1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A2 Vehicle Miles of Travel- Establish VMT as measure of effectiveness of transportation system. Measure the VMT with the new travel demand model.

II-A3 Street System Changes- No tasks foreseen.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects. MPO staff also utilizes accident data for specific inquiries.

II-A5 Transit System Data- Update of transit system database as needed.

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington Urban Area MPO's planning area boundary.

II-A7 Air Travel- No tasks foreseen.

II-A8 Vehicle Occupancy Rate Counts- No tasks foreseen.

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

II-A10 Mapping- Keep Geographic Information System files current and produce maps to support the TCC and MPO Board, transportation plans, programs, and projects.

II-A11 Central Area Parking Inventory- No tasks foreseen.

II-A12 Bicycle and Pedestrian Facilities Inventory- Update bicycle suitability assessment of federal-aid functionally classed roadways.

II-B1 Collection of Base Year Data- No tasks foreseen.

II-B2 Collection of Network Data- No tasks foreseen.

II-B3 Travel Model Updates- In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2050 travel demand model.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year-No tasks foreseen.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from the FAST ACT.

II-B7 Forecast of Future Year Travel Patterns- No tasks foreseen.

II-B8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential metropolitan transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. Implementation of the Performance Measures from the FAST ACT.

II-B-18 Air Quality Planning/ Conformity Analysis- No tasks foreseen.

III-A Planning Work Program- Evaluation of FY 2020 PWP and development of FY 2021 PWP.

III-B Transportation Improvement Program- Review and amend the 2018-2027 Transportation Improvement Program on an as needed basis. Adopt and amend the 2020-2029 Transportation Improvement Program. Assist in the development of the 2022-2031 Transportation Improvement Program.

III-C1 Title VI Compliance-Work to insure compliance with the requirements of Title VI in urban area policies and practices.

III-C2 Environmental Justice- Analysis and outreach to insure that transportation plans and projects comply with Environmental Justice policies.

III-C3 MBE Planning- Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C4 Planning for the Elderly and Disabled- Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

II-C5 Safety/Drug Control Planning- No tasks foreseen.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and gauge public input for planning studies the within the Wilmington Urban Area MPO's planning area boundary including the 2045 Metropolitan Transportation Plan.

III-C7 Private Sector Participation- Activities to encourage private sector participation in planning and project activities.

III-D1 Transportation Enhancement Planning- No tasks foreseen.

II-D2 Environmental and Pre-TIP Planning- Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D3 Special Studies- Consultant will be contracted to assist in the completion of the Metropolitan Transportation Plan and other special studies as needed.

III-D4 Statewide and Regional Planning- Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2019
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT	20%
SPR - Highway - F11WA	80%
Section 104 (f) PL, Local	20%
Section 104 (f) PL, FHWA	80%
Section 5303 Local	10%
Section 5303 NCDOT	10%
Section 5303 FTA	80%
Section 5307 Transit - Local	10%
Section 5307 Transit - NCDOT	10%
Section 5307 Transit - FTA	80%
Additional Funds - Local	100%

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2019
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2019
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2019
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2019
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2019
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2019
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2019
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,800
Section 5303 NCDOT 10%	2,800
Section 5303 FTA 80%	22,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	



Wilmington Urban Area Metropolitan Planning Organization

FY2020 Unified Planning Work Program

draft: March 27, 2019

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL			SECTION 5303			STBGP-DA			TDM		TASK FUNDING SUMMARY					
		LOCAL 20%	Highway / Transit FHWA 80%	LOCAL 10%	Transit / Highway NCDOT 10%	FTA 80%	LOCAL 20%	Highway / Transit FHWA 80%	LOCAL 50%	Transit 50%	LOCAL	NCDOT	FEDERAL	TOTAL				
II-A	SURVEILLANCE OF CHANGE																	
II-A-1	Traffic Volume Counts	10,600	42,400											10,600			42,400	53,000
II-A-2	Vehicle Miles of Travel	50	200											50			200	250
II-A-3	Street Systems Changes																	
II-A-4	Traffic Accidents	50	200											50			200	250
II-A-5	Transit System Data	1,100	4,400	1,200	1,200	9,600								2,300	1,200	14,000	17,500	
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200											800		3,200	4,000	
II-A-7	Air Travel																	
II-A-8	Vehicle Occupancy Rates																	
II-A-9	Travel Time Studies	50	200											50		200	250	
II-A-10	Mapping	5,077	20,307					5,890	23,562					10,967		43,869	54,836	
II-A-11	Central Area Parking Inventory																	
II-A-12	Bike & Ped. Facilities Inventory	800	3,200											800		3,200	4,000	
II-B	LONG RANGE TRANSPORTATION PLANNING																	
II-B-1	Collection of Base Year Data																	
II-B-2	Collection of Network Data																	
II-B-3	Travel Model Updates	50	200											50		200	250	
II-B-4	Travel Surveys																	
II-B-5	Forecast of Data to Horizon year																	
II-B-6	Community Goals & Objectives	4,200	16,800	400	400	3,200								4,600	400	20,000	25,000	
II-B-7	Forecast of Future Travel Patterns																	
II-B-8	Capacity Deficiency Analysis	1,200	4,800											1,200		4,800	6,000	
II-B-9	Highway Element of the L RTP	4,800	19,200											4,800		19,200	24,000	
II-B-10	Transit Element of the L RTP	400	1,600	400	400	3,200								800	400	4,800	6,000	
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000											4,000		16,000	20,000	
II-B-12	Airport/Air Travel Element of L RTP	1,000	4,000											1,000		4,000	5,000	
II-B-13	Collector Street Element of L RTP	600	2,400											600		2,400	3,000	
II-B-14	Rail, Water or other mode of L RTP	1,000	4,000											1,000		4,000	5,000	
II-B-15	Freight Movement/Mobility Planning	1,200	4,800											1,200		4,800	6,000	
II-B-16	Financial Planning	400	1,600	800	800	6,400								1,200	800	8,000	10,000	
II-B-17	Congestion Management Strategies	2,000	8,000											2,000		8,000	10,000	
II-B-18	Air Qual. Planning/Conformity Anal.																	
III-A	PLANNING WORK PROGRAM	224	896											224		896	1,120	
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	500	2,000											500		2,000	2,500	
III-C	CVL RGTS. CMP./OTR. REG. REQS.																	
III-C-1	Title VI	100	400	800	800	6,400								900	800	6,800	8,500	
III-C-2	Environmental Justice	600	2,400											600		2,400	3,000	
III-C-3	Minority Business Enterprise	100	400	800	800	6,400								900	800	6,800	8,500	
III-C-4	Planning for the Elderly & Disabled	50	200											50		200	250	
III-C-5	Safety/Drug Control Planning																	
III-C-6	Public Involvement	2,000	8,000	800	800	6,400								2,800	800	14,400	18,000	
III-C-7	Private Sector Participation	250	1,000											250		1,000	1,250	
III-D	INCIDENTAL PLNG./PROJECT DEV.																	
III-D-1	Transportation Enhancement Plng.																	
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400											100		400	500	
III-D-3	Special Studies	16,000	64,000											16,000		64,000	80,000	
III-D-4	Regional or Statewide Planning	100	400											100		400	500	
III-E	MANAGEMENT & OPERATIONS	34,339	137,355	2,800	2,800	22,400								171,179	64,600	448,715	684,494	
TOTALS		\$93,740	\$374,958	\$8,000	\$8,000	\$64,000	\$78,130	\$312,522	\$61,800	\$61,800	\$241,670	\$69,800	\$751,480	\$1,062,950				

Anticipated DBE Contracting Opportunities for FY 2020

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky Telephone Number: 910-342-2781

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	City of Wilmington	Consultant	\$40,000	\$50,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2020 UNIFIED PLANNING WORK PROGRAM
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area; and

WHEREAS, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds; and

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2019-2020.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2019-2020 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 27, 2019.

I, David Piepmeyer, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 27th day of March, 2019.

David Piepmeyer, Chair

Subscribed and sworn to me this the _____ day of _____, 2019.

Notary Public

My commission expires _____.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION CERTIFYING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS**

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 in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Metropolitan Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 27th day of March, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



Wilmington Urban Area Metropolitan Planning Organization
Surface Transportation Block Grant Program – Direct
Attributable and
Transportation Alternatives Set Aside-Direct Attributable
Project Submittal Guide
Fiscal Years 2020-2024

Date of Release: April 1, 2019

Pre-application Review: May 6, 2019

Electronic Application Submittal Deadline: 5 pm July 1, 2019

Submit one CD to:

WMPO

305 Chestnut Street, Fourth Floor

Wilmington, NC 28401

CD should be labeled with the following:

Project Name

Name of Government Agency

Requested Funding Source

Date

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Introduction

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. From the STBGP funds apportioned to each state for the state's entire Federal-aid system, a portion the FAST Act allocates STBGP funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). 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).

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) receives a direct allocation of STBGP funding annually. This direct allocation is referred to by the WMPO as Surface Transportation Block Grant Program Direct Attributable (STBGP-DA). The Board of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) supported transferring an initial 15% annually from this direct allocation to supplement the Unified Planning Work Program (UPWP). The Board provided consensus on February 28, 2019 to continue with the modal investment of 20% to Public Transportation, with the remaining mix to be determined based on applications. All projects, including Public Transportation projects, requesting STBGP-DA funds must submit a formal funding request. A competitive process has been adopted to determine which projects are funded.

The Fast Act also combined the former STP and former TAP programs at the federal level, and amended the provisions contained in 23 U.S.C. 133. Prior to apportioning the STBGP funds to each state or MPO, a portion the FAST Act sets aside STBGP funds specifically for Transportation Alternatives which is now referred to as the Transportation Alternative Set Aside (TASA). From the TASA funds apportioned to each state, a portion of the FAST Act allocates TASA funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) will receive a direct allocation of TA Set Aside funding annually. This direct allocation is referred to by the WMPO as Transportation Alternative Set Aside Direct Attributable (TASA-DA). A competitive process has been adopted to determine which projects are funded.

Eligibility Criteria

In order to be eligible for either Surface Transportation Block Grant Program – Direct Attributable or Transportation Alternatives Set Aside – Direct Attributable (TASA-DA) 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 can be submitted by a combination of municipalities 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 and TASA-DA 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>) and Transportation Alternative Set-Aside funding can be found in 23 USC §133(h)

(http://www.fhwa.dot.gov/environment/transportation_alternatives/)

2) Locally Administered

By submitting a project for STBGP-DA or TASA-DA funding, the municipality(ies) or local government entity(ies) are committing funds to sponsor said project. The applicants (if awarded) shall be responsible for all federal and state reporting requirements associated with STBGP-DA or TASA-DA 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 get reimbursed for the federal percentage dedicated to the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility and the signatories on the NCDOT agreements will be 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 the MTP is the Cape Fear Transportation 2040 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 STBGP-DA or TASA-DA dollars require a minimum 20% local cash match. This must be demonstrated by attaching a signed copy of the resolution of support authorizing the local government to apply and provide financial support for the project. If an application is a primary/secondary applicant format, a resolution by all parties involved must be submitted with the application. Applications will be considered incomplete without a signed

resolution committing financial support.

In addition to the provision of the match commitment submitted as part of the STBGP-DA or TASA-DA application, local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may only be waived through the approval for additional funding from 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 consider that the TIP amendment process could delay the funding obligation timeline.

6) Project Design Intent

Project design intent must meet Federal and State guidelines.

7) Project Cost

Total Cost of Project = Total funding requested from WMPO Board + Total Local Match

For example, if \$125,000 is requested, the minimum local match will be \$31,250 for a minimum total project cost of \$156,250.

Program Administrative Details

1) Project Submittal Limits

For FY 2020-2024, there is not a limit on the amount of projects submitted.

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 only be waived by the approval for additional funding from the WMPO Board and through additional STIP amendments by the Board of Transportation if needed.

Application Materials

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

- Funding Request Submittal Form
- GIS file of project
- Map of project (See Exhibit A for an example)
- Signed resolution of support from local government(s) to apply and provide financial commitment (See Exhibit B for an example)
- Detailed Opinion of Probable Construction Costs (prepared by a Licensed Professional Engineer)
- Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.)
- Supporting documents – Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plans must have been adopted prior to call for projects)

Details and descriptions of these required materials are supplied in the sections to follow.

Funding Request Submittal Form

The following descriptions of items are to help describe how you should complete this form:

Project Name – A short descriptive name of your project.

Project Location – The physical location of the proposed project (the project extents followed by the jurisdiction or area name).

TIP ID# - In the case that your project is for work on a project that is already in the TIP, 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 that local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP (unless otherwise approved by the Board). Local match and requested funding should be broken out. Estimated project costs 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 45% contingency. Also, note that this cost should include inspection and contract administration costs during construction.

Requested DA Funding – Total project cost – Local Match

DA Funding Program: review eligibility requirements to determine the appropriate option.

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. In some cases, local governments could partner with NCDOT, the WMPO, or an adjacent jurisdiction based on funding and project location.

Project Manager – The project manager will be the main point of contact throughout the life of the project. This person is typically a representative of the primary applicant.

Contact Person – This is the person WMPO staff will contact with questions regarding the application.

Project Description – A specific description of your project, including beginning and end points of the project and specific facility type. This should include a broad overview of the required work.

Problem Statement – This can be thought of as a preliminary Purpose and Need Statement used to justify expenditure of funds to address a problem in a WMPO member jurisdiction. The problem statement should state the transportation problem to be solved as well as a minimal amount of data needed to support the problem statement.

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

1. Project Preference Points

- a. *Number of Years Project Application has been submitted and has not been awarded* – check the appropriate box
- b. *Local Match Percentage* – Check the appropriate box representing the total local match.
- c. *Mandatory Project Manager Training Attendance* – Do to time constraints the mandatory training will be offered after award of projects. If the Project manager of an awarded project does not attend, the project will be forfeited.
- d. *Project Manager Experience* – please check the appropriate box. NCDOT/FHWA experience is not limited to this program.
- e. *Project Horizon Year on MTP* - request this information from WMPO.

2. Project Readiness

- a. **Project Development stage** –

- i. *Has not started* – Select if project is currently a concept.
 - ii. *Design/Survey/Construction Documents* – Project is currently under design by a Professional Engineering Firm. Project documents reflect NCDOT design standards and general layout.
 - iii. *ROW acquisition* – Select if project has been certified by NCDOT that no additional ROW is needed or all ROW needs have been determined and needed right-of-way and/or easements have been obtained.
 - iv. *Bid Phase* – Select if all documents have been completed and project is ready to be bid once project is awarded.
- b. Right-of-Way / Easement Dedication**
- i. *No Additional right-of-way needed* – Select if no additional right-of-way is needed or all needed right-of-way and/or easements have been obtained.
 - ii. *Minimal additional right-of-way is needed* – Select if less than 5 parcels will need right-of-way or easements.
 - iii. *Significant right-of-way needed* - Select if 5 or more parcels will need right-of-way or easements.
- c. Utility Impact/Relocation**
- i. *No significant impacts* – Items would be a part of the contract awarded for construction of the project. This would include adjustment of manholes, valves, minor boxes, etc.
 - ii. *Minimal impacts* – Items would include relocation of small services lines, etc.
 - iii. *Significant impacts* – Items would include relocation of transmission lines, transformers, duct banks, etc.

3. Congestion and Mobility

- a. **Congestion Management Plan** – Please refer to most recent adopted WMPO Congestion Management Plan Biennial Data Report. This can be found at: <https://www.wmpo.org/plans/regionwide-plans/>.
- b. **Volume to Capacity Ratio of Roadway/Intersection or adjacent/Parallel Roadway Segment** – Current volume and capacity will be provided by the WMPO upon request. Please note that if this requires a special count it will take at least 2 weeks to receive the volume.
- c. **Estimated Volume to Capacity Ratio Reduction resulting from Project** – Documentation should be provided to justify increase in capacity.
- d. **Travel Demand** – If checking yes, provide photos, traffic counts, pedestrian counts to document that there is a need.
- e. **Closing a Gap / Extensions** - (see appendix B for map requirements and example map) Choose one of the following choices on the sheet:
 - i. *Closing a gap in total facility length > 2 miles* - Select if project “fills in a gap” between two net-works or parts of the same network that, should the project be completed, would form a network of over 2 miles in continuous length. (provide map per details under Closing a Gap Map)
 - ii. *Closing a gap in total facility length > 0.5 miles*- Select if project “fills in a gap” between two networks or parts of the same network that, should the

- project be completed, would form a network of over 1/2 mile in continuous length. (provide map per details under Closing a Gap Map)
- iii. *Providing an extension making total facility length > 2 miles* - Select if project is an addition to an endpoint of an existing facility to create, upon completion of the project, a total continuous facility length of over 2 miles. (provide map per details under Closing a Gap Map)
 - iv. *No gap and proposed total facility length < 2 miles* - Select if project will not share an endpoint with an existing bicycle or pedestrian facility.
- f. **Major Obstacle** – Choose one of the following choices on the sheet:
NOTE: If a major obstacle is present it should be shown on the Map of Proposed Project – see Exhibit A for an example.
- i. *Provides/improves connection/route across or along a river, railroad or limited-access freeway*
 - ii. *Provides proper connection across a multi-lane facility*
 - iii. *Provides separation of transit from other traffic* – This includes bus pullouts, transit lanes, etc.

4. Accessibility

a. ADA Compliance

- i. *Project provides upgrades to existing facilities to be ADA compliant* – This can include bringing ramps and or walkable surfaces to ADA compliance, , etc.
- ii. *Project provides ADA compliant connection to transit or pedestrian facility* – This can include the addition of ramps, walkable surface, adding additional access to transit to meet ADA requirements, etc.
- iii. *No improvements to bring facility into ADA compliance*

b. Proximity to School (only for projects that include pedestrian facility improvements – item a) (see appendix B for map requirements and example map)

- i. *Project is located within ½ mile of a school(s)* - provide a map listing the school and location. See appendix for example map.
- ii. *Project is located within 1 mile of a school(s)* - provide a map listing the school and location. See appendix for example map.
- iii. *Projected is located within 1 ½ miles of a school(s)* - provide a map listing the school and location. See appendix for example map.
- iv. *Project is **NOT** located within 1 ½ miles of a school (s)* - provide a map listing the school and location. See appendix for example map.

c. Bicycle / Pedestrian Generators (only for projects that include ped/transit facility improvements) (see appendix B for map requirements and example map)

- i. *Project is located within ½ mile of a Residential Area, Park/Playground/Recreation Center, Library, Shopping/Retail & Services, or Business Park/Office/Hospital.* – Each category receives one point. Provide a map listing each category. See appendix for example map.
- ii. *Project is **NOT** located within ½ mile of a Residential Area, Park/Playground/Recreation Center, Library, Shopping/Retail & Services, or Business Park/Office/Hospital.* – Each category receives one point.

Provide a map listing each category. See appendix for example map.

5. Safety

- a. **Number of Crashes** – Provide percentage of bicycle/pedestrian accidents and vehicle accidents. The applicant shall use a TEAAS report for the previous 5 years. Accidents must occur within ¼ mile of the proposed facility. The WMPO will provide this data upon request. Please make this request early to allow adequate time to run this report.
 - i. *More than 14 accidents or 1 fatality have been recorded within project limits*
 - ii. *5-14 accidents have been recorded within project limits*
 - iii. *Less than 5 accidents have been recorded within the project limits*
 - iv. *No accidents have been recorded within project limits*
- b. **Crash Reduction Factors** Crash reduction factor percentages can be determined by using FHWA Report No FHWA-SA-08-11. This document can be found at: http://www.cmfclearinghouse.org/collateral/FHWA_Desktop_Reference_Guide.pdf.
 - i. *CRF <10%*
 - ii. *CRF >10%*
 - iii. *CRF >20%*
 - iv. *CRF >30%*
 - v. *CRF >40%*
 - vi. *CRF >50%*

6. Sustainability

Maintenance Plan - Project has a documented maintenance plan - Identify the entity that will be responsible for maintenance of a project after construction is completed.

- a.
 - i. *Yes - provide maintenance plan as an attachment.*
 - ii. *No*

7. Project Cost Table

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). 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.

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate should include the cost for acquisition of right-of-way 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”. Estimated project costs 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.

Local Match % – The minimum local match required on all TASA-DA projects is 20%. Projects will receive additional points during prioritization for having 30% or more of total project cost provided in local match. Note that, while cost estimates may change throughout the life of a project, the percentage of the local match determined for the purposes of this criteria is based on the cost estimated at the time prioritization is complete for the fiscal year. Any costs that exceed the original estimate will be the responsibility of the applicant and will not be provided additional funding. Estimated project costs must be prepared by a Licensed Professional Engineer in the State of North Carolina. A signed resolution on letterhead including a commitment of funds is required for the application to be complete. Resolution must specifically include the financial commitment. See Exhibit C for an example of a resolution.

Total Fund Request – Total Cost of Contract – Local Match. This amount cannot exceed 80% of the total cost of project.

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

The STBGP/TASA-DA program has been modified to allow for a 5 year award program with a call for projects occurring every 2 years. The first 2 years of the program are considered committed. If a project receives funding for design, then construction and/or Right-of-Way of that project will also be considered committed. Years 3-5 of the program will compete again in the next call for projects but will receive points in the application for being previously programmed.

Projects of this nature take multiple years to complete from application to construction. If an applicant chooses, they may either break the project phases into fiscal funding years or request all of the funding in one fiscal year. If a project is funded in a single fiscal year then all matching funds will need to be committed at the time of award per the resolution. If a project is funded over multiple fiscal years the resolution may show the funding per fiscal year as well. Also note that an applicant can choose the requested fiscal years and does not

have to apply for year 1 funds.

Please see attached example funding breakdown.

GIS File of Project - Submit a GIS file geodatabase for your project that meets the following specifications:

- Projection= NAD_198_StatePlane_North_Carolina_FIPS_3200_Feet
- File Geodatabase for submittal of multiple files for a single project to include .mxd files and associated data
- Reasonable and concise metadata must be documented for all files submitted to include:
 - Date of data creation
 - Entity that created data
 - Length of data validity (expiration date)
 - Process for deriving data
- Metadata should be documented in the file's metadata tab

Note – An existing mapping template exists for any user with access to ArcGIS Pro. This project document has much of the related information and an existing layout for each of the required maps. Please contact WMPO staff about access to these templates.

Proposed Project Map – 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. Resolution must include a specific amount of committed matching funds. 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) and 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 (approx. 15% of project cost), and NCDOT project administration (i.e. 3% of project cost) 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.

Supporting Documents

Pictures with labels, additional maps, resolutions adopting plans that specify a need for the project, etc. (Resolutions supporting plan must have been adopted prior to call for projects)

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-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” Choose STBGP or TASA based on the funds you are requesting. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 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

INSERT
TITLE/PROJECT
NAME HERE

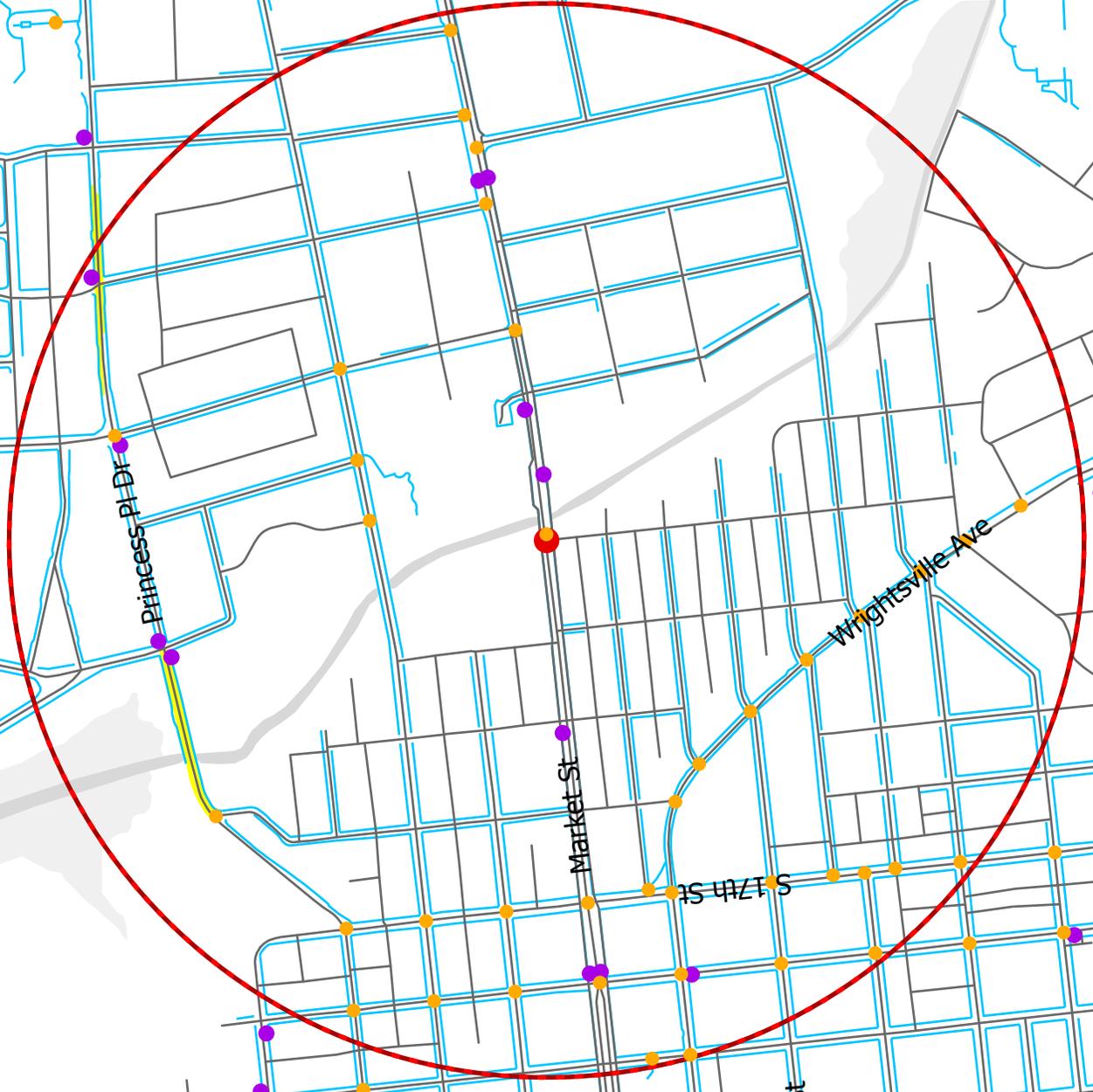
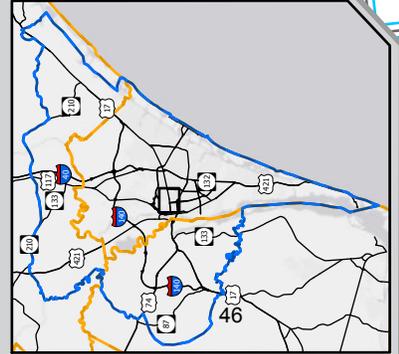
Proposed Project Map

Project description and/or project extent. (Example: Sidewalk along 9th Street from Oak Street to Lake Avenue and Intersection Improvements at Oak Street and Lake Avenue.)

STP-DA FUNDING APPLICATION
(INSERT MUNICIPALITY), NC

LEGEND

- Crosswalk
- Wave Stop
- Improvement
- Project Buffer (.5 Mile)
- Sidewalk
- Bike Lane
- Multi-Use Path



Closing a Gap (Not required): 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/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” On an 8.5 x 11 or 11 x 17 sheet of paper include 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

**INSERT
TITLE/PROJECT
NAME HERE**

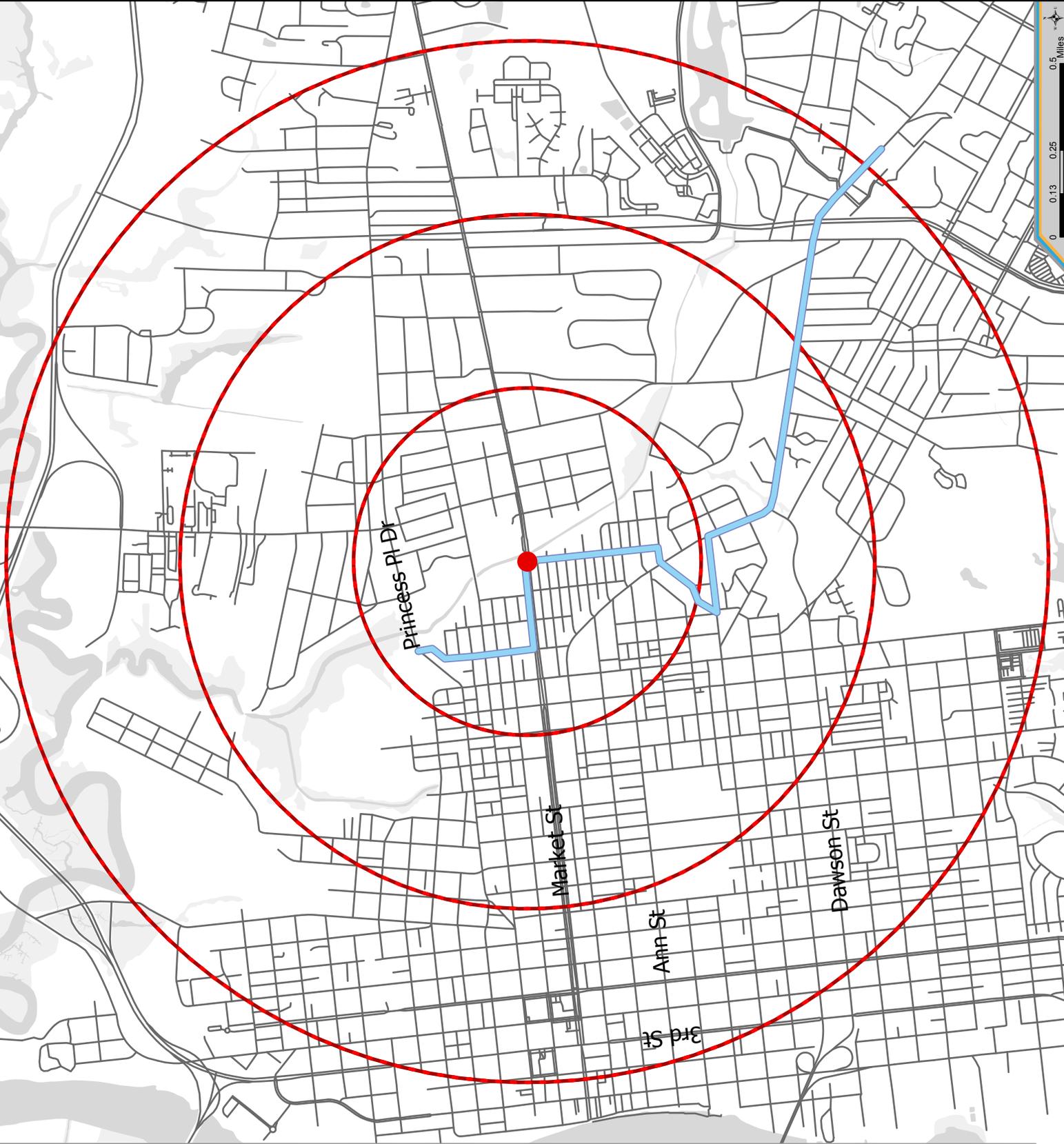
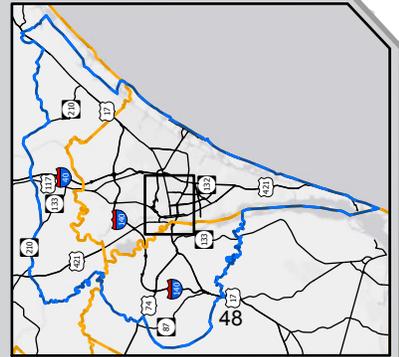
Closing a Gap Map

Project description and/or project extent. (Example: Sidewalk along 9th Street from Oak Street to Lake Avenue and Intersection Improvements at Oak Street and Lake Avenue.)

**STP-DA FUNDING APPLICATION
(INSERT MUNICIPALITY), NC**

LEGEND

- Improvement
- Sidewalk
- Project Buffer (.5, 1, 1.5 Mile)



SCHOOL PROXIMITY MAP – Indicate if a project is within ½ mile, 1 mile or 1.5 miles of each school type. If you are suggesting the proposed project should receive points for proximity of a school, a separate map is required. 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-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile – 1.5 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) Schools located within the ½ mile, 1 mile and 1.5.
 - a) Include school type:
 - i) College/University in **PURPLE**
 - ii) High School in **ORANGE**
 - iii) Middle School in **DARK YELLOW**
 - iv) Elementary school in **GREEN**
- 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 C for an example of a ‘School Proximity’ Map.

INSERT
TITLE/PROJECT
NAME HERE

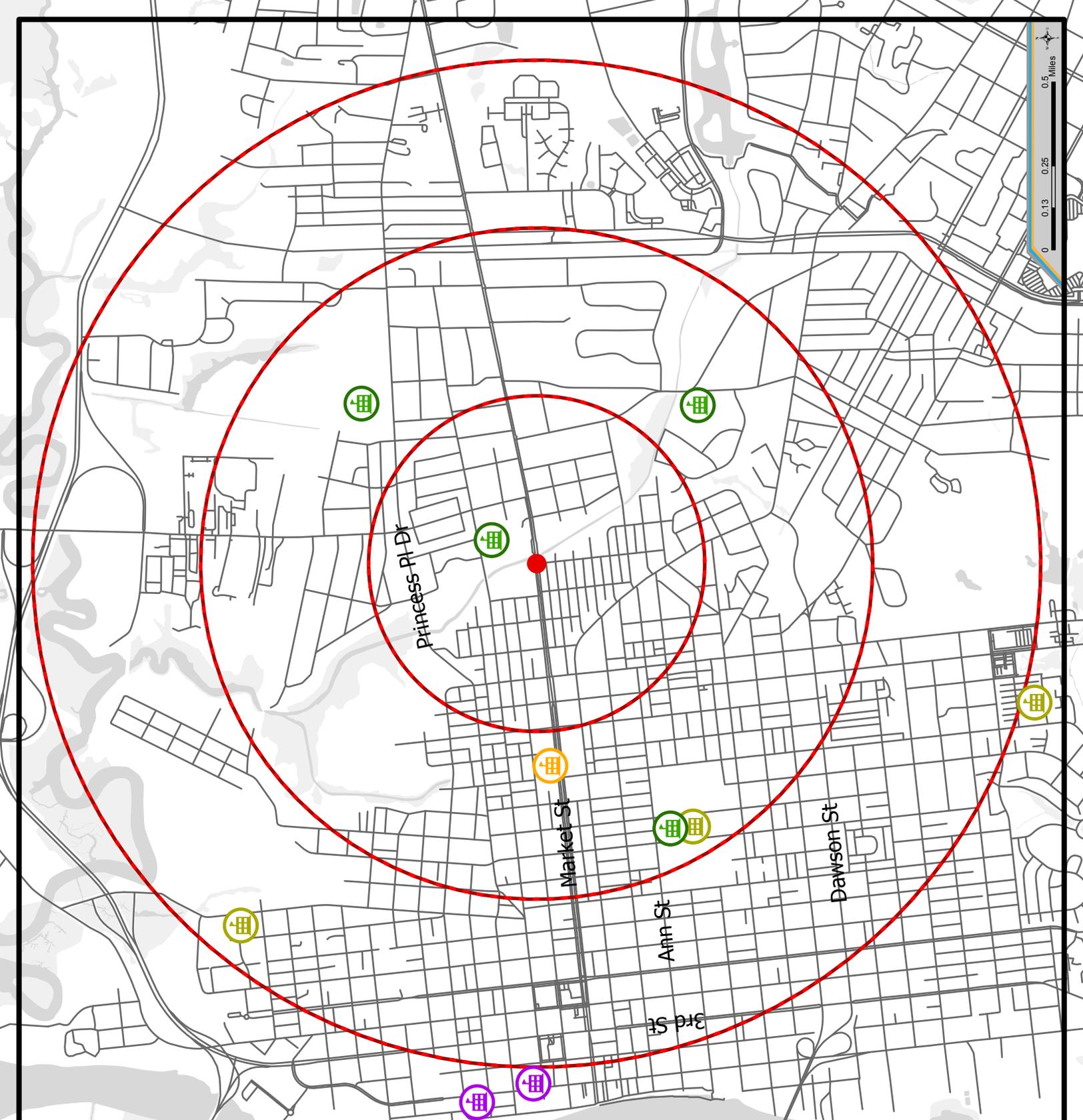
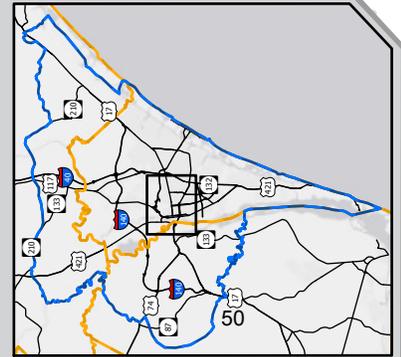
School Proximity Map

Project description and/or project extent. (Example: Sidewalk along 9th Street from Oak Street to Lake Avenue and Intersection Improvements at Oak Street and Lake Avenue.)

STP-DA FUNDING APPLICATION
(INSERT MUNICIPALITY), NC

LEGEND

- Improvement
- Project Buffer (.5, 1, 1.5 Mile)
- Schools
 - College/University
 - High School
 - Middle School
 - Elementary School



Bicycle/Pedestrian Generators – Indicate if projects are within ½ mile of each of the following facility types as determined by their current tax assessment-based land use code: residential, public park/playground/recreation center, shopping/retail & services, public library, or business park/office/hospital. 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 m municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.”

If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary 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) Only include the bicycle/pedestrian generators within ½ mile of the proposed facility:
 - a) Public Park/Public Playground/Recreational Area/Cemeteries drawn in **GREEN**
 - b) Residential Areas drawn in **BLUE**
 - c) Shopping/Retail Areas drawn in **YELLOW**
 - d) Library drawn in **PINK**
 - e) Business Park/Office/Hospital drawn in **ORANGE**
 - f) Mixed Use in **BROWN**
- 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 D for an example of a ‘Bicycle and Pedestrian Generator’ Map

INSERT
TITLE/PROJECT
NAME HERE

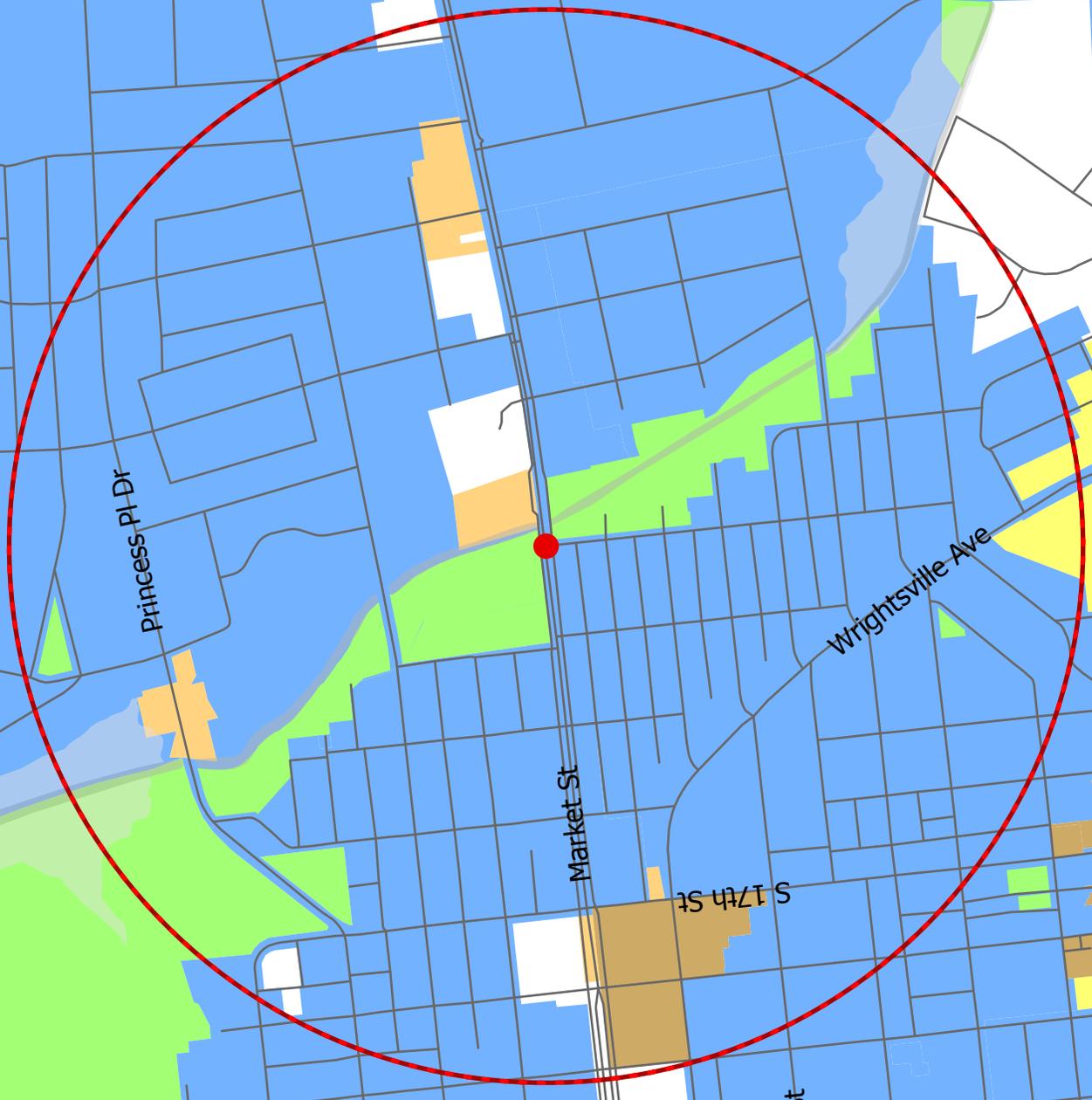
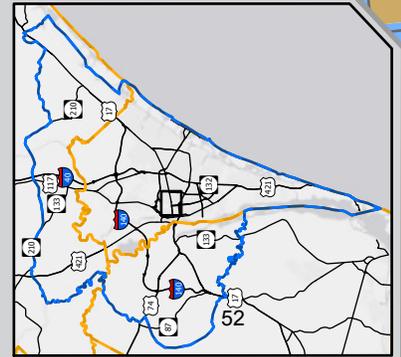
Bike/Ped Generators Map

Project description and/or project extent. (Example: Sidewalk along 9th Street from Oak Street to Lake Avenue and Intersection Improvements at Oak Street and Lake Avenue.

**STP-DA FUNDING APPLICATION
(INSERT MUNICIPALITY), NC**

LEGEND

- Improvement
- ▭ Project Buffer (.5 Mile)
- Parks
- Business
- Shopping/Retail
- Mixed Use
- Residential



STBGP/TASA-DA Submittal Guide Appendix

(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)

STP/TAP FY20-24 PROJECT					
WMPO MEMBER JURISDICTION					
Opinion of Probable Construction Cost-EXAMPLE					
Item #	Description	Quantity	UOM	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
				10%Contingency	\$ 39,566.70
				Inspection/DOT Fees	\$ 78,342.07
				Total ConstrucitonCost	\$ 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.

STBGP/TASA-DA Submittal Guide Appendix

EXAMPLE FUNDING YEAR REQUEST			
NEPA/Design Cost	\$	150,000.00	
Right-of-Way Cost	\$	150,000.00	
Construction Cost	\$	700,000.00	
Total Cost	\$	1,000,000.00	
20% Match	\$	200,000.00	
DA Funds	\$	800,000.00	
Funding Year Request (Federal Amount requested per Phase per Fiscal Year)			
Federal Fiscal Year	NEPA/Design Phase	Right-of-Way Phase	Construction Phase
FY 20	\$ 150,000.00		
FY 21	\$ 75,000.00	\$ 75,000.00	\$ 300,000.00
FY 22			\$ 400,000.00
FY 23			
FY 24			
Total Funding Per FY	\$ 225,000.00	\$ 75,000.00	\$ 700,000.00

STBGP Eligibility

Eligible	Criteria Description	Applicable Functional Class						N/A	
		Interstate	Other Freeway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector		Local
<input type="checkbox"/>	Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
<input type="checkbox"/>	Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

<input type="checkbox"/>	Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.	<input type="checkbox"/>																	
<input type="checkbox"/>	Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 17, and the modifications of public sidewalks to comply with ADA.	<input type="checkbox"/>																	
<input type="checkbox"/>	Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.	<input checked="" type="checkbox"/>																	
<input type="checkbox"/>	Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.	<input checked="" type="checkbox"/>																	
<input type="checkbox"/>	Transportation alternatives	<input checked="" type="checkbox"/>																	
<input type="checkbox"/>	Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvii)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).	<input checked="" type="checkbox"/>																	
<input type="checkbox"/>	Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119(g)	<input checked="" type="checkbox"/>																	
<input type="checkbox"/>	Projects relating to intersections that - (A) have disproportionately high accident rates; (B) have high levels of congestion, as evidenced by - (i) interrupted traffic flow at the intersection; and (ii) a level of service rating that is not better than "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and (C) are located	<input checked="" type="checkbox"/>																	

TASA Eligibility

Eligible	Criteria Description	Applicable Functional Class							
		Interstate	Other Freeway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	N/A
<input type="checkbox"/>	Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
<input type="checkbox"/>	Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
<input type="checkbox"/>	Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.	<input type="checkbox"/>	<input checked="" type="checkbox"/>						
<input type="checkbox"/>	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to - (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

****For Guidance in filling out this application, please refer to Submittal Guide.****

1. Project Preference Points: (16 point maximum)

a. Number of Years Project Application has been submitted and has not been awarded funds:

- 1st Year applying for funds for this project (0 points)
- 2nd Year applying for funds for this project (1 point)
- 3rd Year applying for funds for this project (3 points)
- This project was listed in years 3-5 of the current program (5 points)

b. Local Match Percentage:

- 50% Match or greater (5 points)
- 40% Match (3 points)
- 30% Match (1 point)
- 20% Match (0 points)

c. Mandatory Project Manager Training Attendance:

- Identified project manager attended
- Identified project manager did not attend

d. Project Manager Experience:

- Project manager has demonstrated experience managing NCDOT/FHWA projects.
(attach project resume) (3 points)
- Project Manager has no demonstrated experience with NCDOT/FHWA projects. (0 points)

e. Project Horizon Year on MTP: (page #)

- 2030-2040 (0 points)
- 2020-2030 (1 point)
- 2010-2020 (3 points)

(WMPO INTERNAL USE ONLY) Total Preference Points: / 16

2. Project Readiness: (11 point maximum)

a. Project Development Stage

- Has not started (0 Points)
- Design/Survey/Construction Documents (1 point)
- ROW acquisition (3 points)
- Bid Phase (5 points)

b. Right-of-Way / Easement Dedication

- No additional right-of-way needed (3 points)
- Minimal additional right-of-way needed (< 5 parcels) (1 point)
- Significant right-of-way needed (= or > 5 parcels) (0 points)

c. Utility Impacts / Relocations

- No significant impacts (i.e. adjustment of manholes and valves, etc.) (3 points)
- Minimal impacts (i.e. relocation of small service lines, etc.) (1 point)
- Significant impacts (i.e. relocation of transmission lines, transformers, etc.) (0 points)

(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 11

3. Congestion and Mobility: (26 point maximum)

a. Congestion Management Plan

- Project not in vicinity of Plan Segment (0 points)
- Project in vicinity of segment ranking 21-30 (1 point)
- Project in vicinity of segment ranking 11-20 (3 points)
- Project in vicinity of segment ranking in top 10 (5 points)

b. Volume to Capacity Ratio of Roadway/Intersection or Adjacent/Parallel Roadway Segment

- $V/C > 1$ (3 points)
- $0.5 < V/C < 1$ (1 point)

<input type="checkbox"/>	$0 < V/C < 0.5$	(0 points)
c. Estimated Volume to Capacity Ratio Reduction resulting from Project		
<input type="checkbox"/>	<10%	(0 points)
<input type="checkbox"/>	10%	(1 point)
<input type="checkbox"/>	20%	(3 points)
<input type="checkbox"/>	30%+	(5 points)
d. Travel Demand (Provide documentation – i.e. photos, traffic counts, etc.)		
<input type="checkbox"/>	Yes – Provides/expands a facility where a documented demand is present (i.e. goat path, e tc.)	(5 points)
<input type="checkbox"/>	No – Does not have documented demand.	(0 points)
e. Closing a Gap / Extensions		
<input type="checkbox"/>	Closing an internal gap in total facility/route length > 2 miles	(3 points)
<input type="checkbox"/>	Closing an internal gap in total facility/route length > 0.5 miles	(1 point)
<input type="checkbox"/>	Extension making total facility/route length > 2 miles	(3 points)
<input type="checkbox"/>	Does not close gap and proposed facility/route length > 2 miles	(0 points)
f. Major Obstacles		
<input type="checkbox"/>	Provides/improves connection/route across or along a river, railroad, or limited-access freeway	(5 points)
	or	
<input type="checkbox"/>	Provides proper connection across a multi-lane facility	(5 points)
	or	
<input type="checkbox"/>	Provides separation of transit from other traffic (i.e. bus pullouts, transit lanes, etc.)	(5 points)
<input type="checkbox"/>	None	(0 points)
(WMPO INTERNAL USE ONLY) Total Congestion and Mobility Points:		/ 26

4. Accessibility: (17 point maximum)		
a. ADA Compliance		
<input type="checkbox"/>	Project provides upgrades to existing facilities to be ADA compliant	(3 points)
	or	
<input type="checkbox"/>	Project provides ADA compliant connection to transit or pedestrian facility	(3 points)
	or	

No improvements to bring facility into ADA compliance (0 points)

Proximity to School (only for projects that include pedestrian facility improvements – Item a) (9 points max)

b.

Project is located within ½ mile of a school(s)
 _____ (# of Schools) x 3 points each = _____

Project is located within 1 mile of a school(s)
 _____ (# of Schools) x 2 points each = _____

Project is located within 1 ½ mile of a school(s)
 _____ (# of Schools) x 1 point each = _____

Project is **not** located within 1 ½ mile of a school(s) (0 points)

Bicycle / Pedestrian Generators (only for projects that include ped/transit facility improvements) (5 points max)

c.

Project is located within ½ mile of a Residential Area, Park/Playground/Recreation Center, Library, Shopping/Retail & Services, or Business Park/Office/Hospital.
 _____ (# of Generators) x 1 point each = _____

Project is **not** located within ½ mile of any residential areas, park/playground/recreation center, Libraries, Shopping/retail and services, or business parks/offices/hospitals. (0 points)

(WMPO INTERNAL USE ONLY) Total Accessibility Points: / 17

5. Safety: (10 point maximum)

a. **Number of Crashes** _____ **% Pedestrian** _____ **% Vehicle Only**

More than 14 accidents or 1 fatality have been recorded within project limits (5 points)

5 – 14 accidents have been recorded within project limits (3 points)

Less than 5 accidents have been recorded within project limits (1 point)

No accidents have been recorded within project limits (0 points)

b. **Crash Reduction Factors**

CRF < 10% (0 points)

CRF > 10% (1 point)

CRF > 20% (2 points)

<input type="checkbox"/>	CRF > 30%	(3 points)
<input type="checkbox"/>	CRF > 40%	(4 points)
<input type="checkbox"/>	CRF > 50%	(5 points)
(WMPO INTERNAL USE ONLY) Total Safety Points:		/ 10

6. Sustainability: (3 point maximum)		
a. Maintenance Plan – Project has a documented maintenance plan		
<input type="checkbox"/>	Yes	(3 points)
<input type="checkbox"/>	No	(0 points)
(WMPO INTERNAL USE ONLY) Total Sustainability Points:		/ 3

(WMPO INTERNAL USE ONLY) Total Project Points:	/ 83
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Project Cost Table							
<p>Cost of NEPA/Design Phase:</p> <p>Cost of Right-of-Way Phase:</p> <p>Cost of Construction Phase:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Total Cost of Project:</td> <td style="width: 50px;"></td> </tr> <tr> <td>Local Match Percentage:</td> <td style="text-align: center;">%</td> </tr> <tr> <td>Total Fund Request :</td> <td></td> </tr> </table>	Total Cost of Project:		Local Match Percentage:	%	Total Fund Request :	
Total Cost of Project:							
Local Match Percentage:	%						
Total Fund Request :							

Funding Year Request (Federal Amount requested per Phase per Fiscal Year)			
Federal	NEPA/Design Phase	Right-of-Way Phase	Construction Phase

Fiscal Year			
FY 20			
FY 21			
FY 22			
FY 23			
FY 24			
Total Cost			

Cost Effectiveness - Benefit / Cost Ratio

The following formula will be used to determine project ranking:

$$\frac{(\text{Total Points} - \text{Preference Points})}{\text{Project cost} / [(.0102 \times \text{Project Cost}) + 4622.2]} + \frac{\text{Preference Points}}{16} = \underline{\hspace{2cm}}$$

(WMPO INTERNAL USE ONLY) Total Cost Effectiveness Points:

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE 2020-2024 SURFACE TRANSPORTATION BLOCK GRANT
PROGRAM - DIRECT ATTRIBUTABLE AND TRANSPORTATION ALTERNATIVES SET
ASIDE- DIRECT ATTRIBUTABLE PROGRAM PROJECT SUBMITTAL GUIDE AND
COMPETITIVE PROCESS**

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, on December 4, 2015 President Obama signed the Fixing America's Surface Transportation (FAST) Act and this law provides Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA) funds for all designated TMAs; and

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed the 2020-2024 Funding Project Submittal Guide and Competitive Process for the distribution of these funds.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the 2020-2024 Surface Transportation Block Grant Program- Direct Attributable and Transportation Alternatives Set Aside- Direct Attributable Project Submittal Guide and Competitive Process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 27, 2019.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Modification # 19-2 (March 2019)

<p>* W-5703DIV BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY DIVISION</p>	<p>VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION IN FY 19 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION.</u></p>	<p>RIGHT-OF-WAY CONSTRUCTION</p>	<p>FY 2019 - \$30,000 (HSIP) FY 2019 - \$180,000 (HSIP) \$210,000</p>
<p>* W-5703REG BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY REGIONAL</p>	<p>VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION IN FY 19 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION.</u></p>	<p>RIGHT OF WAY CONSTRUCTION</p>	<p>FY 2019 - \$30,000 (HSIP) FY 2019 - \$180,000 (HSIP) \$210,000</p>
<p>* W-5703SW BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY STATEWIDE</p>	<p>VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION IN FY 19 NOT PREVIOUSLY PROGRAMMED AT REQUEST OF TRANSPORTATION, MOBILITY AND SAFETY DIVISION.</u></p>	<p>RIGHT OF WAY CONSTRUCTION</p>	<p>FY 2019 - \$40,000 (HSIP) FY 2019 - \$240,000 (HSIP) \$280,000</p>



MEMO

TO: Mike Kozlosky, WMPO Executive Director
FROM: Leta Huntsinger, PhD, PE, Transportation Planning Lead for the Carolinas
SUBJECT: Moving Forward 2045 – Financial Forecast
DATE: September 6, 2018 (revised February 28, 2019)

PURPOSE

The purpose of this memorandum is to provide an overview of the financial forecast supporting the Wilmington Metropolitan Planning Organization (WMPO) Metropolitan Transportation Plan (MTP): Moving Forward 2045. The financial forecast evaluates current and future fiscal conditions and will serve to guide policy and programmatic decisions.

The Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015, provides ongoing financial certainty for ground-level transportation infrastructure planning and investment. This Act requires a Metropolitan Planning Organization to prepare a long-range plan, such as an MTP, and short-term transportation improvement program (TIP). The Act also requires a financial plan as a part of the MTP. The financial plan shows proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the MTP. Meeting this test is referred to as “financial constraint” in the MTP.

WMPO’s previous financial forecast had a base year of 2015 and projected funding through 2040. This forecast (2015-06-05_CFT2040_Financial_Plan_v25.xlsx) was updated to reflect the latest funding assumptions in support of the 2045 MTP. The sections below detail the process, data and results of this effort.

PROCESS

The base year of the new financial forecast is 2020, and it spans through 2045. The six separate transportation modes – Highway, Bike/Ped, Transit, Ferry, Aviation and Rail – have one worksheet each within the financial forecast spreadsheet. Each mode has two main funding categories – 1. Capital and 2. Operations & Maintenance. Within both categories, separate relevant funding sources are itemized. Category totals and annual totals are provided for each mode. These modes and categories were taken from the initial financial forecast; as they still represent the complete picture of transportation in the Wilmington area, no changes were made. The financial forecasting model (spreadsheet) was updated to reflect new data input years, as well at the new horizon year of 2045.

Efforts were then taken to collect all relevant data – historic and projected. Funding information was gathered from the MPO, other local transportation experts, and numerous online sources.

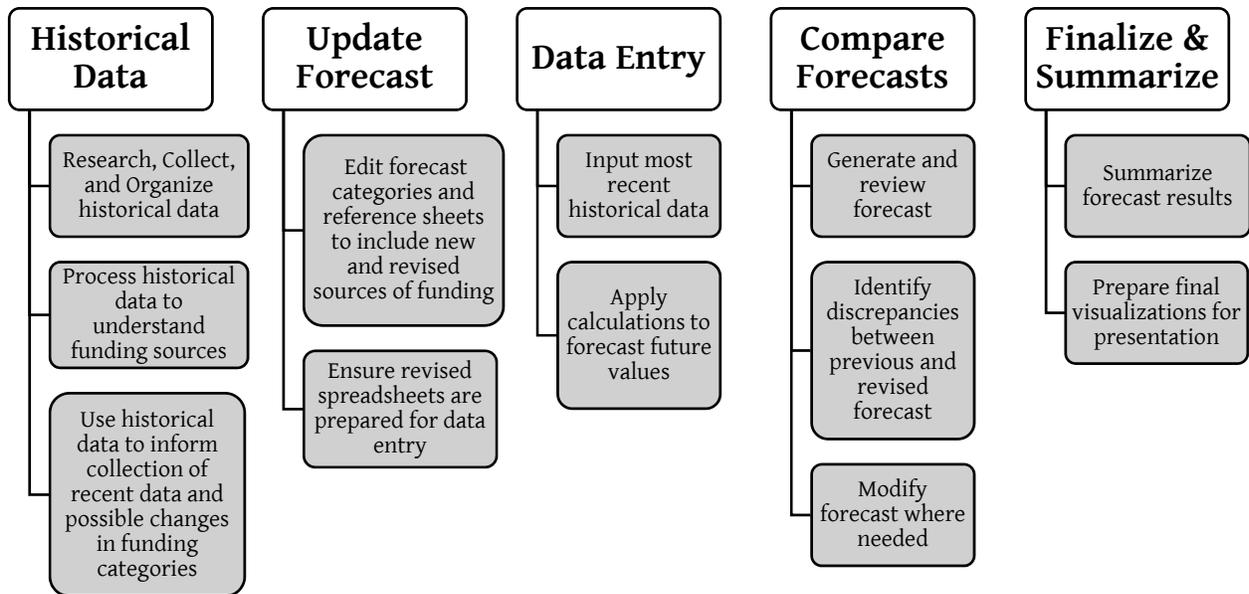
The next step involved synthesizing the data and appropriately categorizing it into the financial forecast. When historical data was available and consistent, an arithmetic average was taken to calculate up the base year, 2020, and an inflation rate was applied to subsequent years. When



historical data was unavailable or inconsistent, the inflation rate was applied to the most recent or reasonably accurate values. The inflation rate was assumed as 3% annually. However, this inflation rate can be adjusted for the entire forecast simply by editing the number in Cell D16 on the first worksheet tab titled, Introduction.

The nature of any forecast includes numerous assumptions and this financial forecast is no exception. All assumptions made for each mode are clarified towards the both of each mode's spreadsheet. These notes include details of where funds originate from, percentages of funding sources allocated to a transportation mode, past expenditures by the City of Wilmington on a particular type of transportation mode, allocations for specific projects within a given mode, and numerous notes on the sources of data.

The following is a visual representation of the process used to complete the forecast.





DATA

The table below lists the funding sources which informed the financial forecast. Additional data was gathered from local experts and websites. This data can be found in the twelve (12) blue worksheet tabs within the financial forecast spreadsheet (**2018_DRAFT_CFT2045_Financial_Plan_v11.xlsx**). And the ABBREVIATIONS worksheet contains useful and explanatory details.

Mode	Funding Source(s)
Highway	State Transportation Improvement Program (STIP) Surface Transportation Program – Direct Allocation (STP-DA) Local Match City of Wilmington GO Bond Operations and Maintenance (DOT Division and Powell Bill)
Bike/Ped	Transportation Alternative Program (TAP), WMPO Share of State Direct Allocation (TAP, STP) Local Match City of Wilmington GO Bond Municipal Operations and Maintenance (Trails, Sidewalks, Bike Lanes)
Transit	Federal Transit Administration Funds (Capital and O&M) State and Local Matches Operations and Maintenance (NDCOT and Local) Passenger Fares
Ferry	Federal Ferry Boat Program Toll Revenues Regional State Transportation Investments State Operations and Maintenance
Aviation	FAA Grant History State Match Wilmington International Airport (ILM) Capital Improvement Plan (CIP) Customer Facility Charge, Passenger Facility Charge Airport Operations and Maintenance Revenues
Rail	Rail Industry Access Program (RAIP) Short Line Infrastructure Assistance Program (SIAP)



RESULTS

This financial forecast can be a robust tool to inform future capital expenditures on transportation in the Wilmington region. Looking at each mode specifically, conclusions can be drawn about funding allocations and how they have changed over time. Comparing the 2040 and the 2045 financial forecasts, we can see that:

- There is a significant increase in Highway Capital funding (66%).
- Bike & Ped Capital funding slightly grew (11%).
- Transit funding will experience the opposite as compared to Highway, as Transit Capital funds declined (-17%).
- Ferry funding slightly grew (10%).
- Aviation Capital funding will remain approximately the same (-1%).
- Lastly, Rail Capital funding is expected to have a substantial decline (-21%).

The table below shows the totals by mode. In total, the Wilmington MPO's financial forecast for Capital funding in 2040, \$2.4 billion, is anticipated to grow by 53%. The 2045 financial forecast for Capital funding is \$3.6 billion. As is the nature of any forecast, one should proceed with a bit of judgement and caution, and figures should be updated when additional data become available. However, this can be a valuable tool for prioritizing MTP projects in the Wilmington region.

Mode	Forecast Capital Funding
Highway	\$3,161,558,000
Bicycle and Pedestrian	\$127,046,000
Mass Transit	\$70,120,000
Ferry	\$41,618,000
Aviation	\$205,726,000
Rail	\$31,736,000
Total	\$3,637,804,000

WILMINGTON TSS STUDY FUNDS

WMPO was awarded \$41.4 million dollars to improve train operation and safety, and to increase train speed. These dollars are a result of the Wilmington TSS study that identified specific at-grade crossing improvements. These dollars are a one-time grant available for rehab on the CSX SE Line to bring the rail from Class 1 to Class 2 FRA track safety designation.



MEMO

TO: Abby Lorenzo, Senior Transportation Planner
FROM: Leta Huntsinger, PhD, PE, Transportation Planning Lead for the Carolinas
CC: Mike Kozlosky, WMPO Executive Director; Sarah Parkins, WSP Transportation Planner
SUBJECT: Moving Forward 2045 – Alternative Funding Plan
DATE: February 28, 2019

PURPOSE

The purpose of this memorandum is to provide an overview of the alternative funding sources available for consideration by the Wilmington Metropolitan Planning Organization (WMPO) in support of their Metropolitan Transportation Plan (MTP) update: Moving Forward 2045. A key requirement of the MTP is that it be fiscally constrained, meaning that the cost to implement the plan cannot exceed the level of funding considered to be reasonably available for the region. The process for determining fiscal constraint typically starts with the development of a financial forecast from existing sources. This process is documented for Moving Forward 2045 in a technical memorandum titled “Moving Forward 2045 – Financial Forecast”. This financial forecast is then compared against the cost to meet the transportation needs of the MPO as identified through a systems analysis, and associated cost estimates for the region. It is nearly always the case that the cost for meeting those needs exceeds the funding available in the financial forecast, creating a gap between the needs of the region and available resources. In this case, an alternative funding plan can be developed to help close that gap. For the final MTP, the MPO must select and prioritize projects within the available funding as identified by the financial forecast combined with the alternative funding plan. If forecast funds are still not sufficient to fund all the key projects identified for the region, the MTP can include illustrative projects, or projects that could be included in the fiscally constrained plan if new funding sources are identified. These illustrative projects do contribute to the MPO’s longer-term transportation plan, and give local governments the ability to conduct planning studies, while at the same time exploring opportunities for new funding. A good example of this is the application of grant monies that may have not previously been a part of the MPO’s funding plan.

APPROACH

The first step in the development of the alternative funding plan was a review of funding sources recommended in the previous MTP, including an assessment of which recommendations had been implemented. The WMPO 2040 MTP “Cape Fear Transportation 2040” which was adopted on November 18, 2015 included six sources of alternative funding, for a total of \$505 million dollars to help close the gap between project needs and funds available through traditional funding sources. The alternative funding sources included in the 2040 MTP include: Quarter-Cent Local Option Sales Tax, Quarter-Cent Local Option Sales Tax for Transit, Vehicle Registration Fee, Motor Vehicle License Tax, Vehicle Rental Tax, and Statewide Auto Part Tax.



The next step in the development of the alternative funding plan was a review and evaluation of potential funding sources, including consideration of those outside the standard toolbox, but implemented (or being considered) for other North Carolina communities. This review and evaluation included a review of the literature, research into what other North Carolina MPOs are doing, and conversations with Subject Matter Experts, including an expert in finance law from the University of North Carolina School of Government. This process was used to narrow the universe of funding options to those identified as likely sources for the WMPO. The final selected sources were further evaluated based primarily on legal feasibility, the types of projects that can be funded, and a general expectation of funding generated. This section provides a summary of each potential funding source considered, categorized by funding type. Table 1 summarizes each of the sources by the criteria listed above.

TAX

Quarter-Cent Local Option Sales Tax - The local option sales tax is implemented at the county level and typically requires a voter referendum. On May 4th, 2010, New Hanover County voters approved the quarter-cent sales tax referendum, and the tax took effect on October 1st, 2010. In 2014, Brunswick county voters rejected the quarter-cent sales tax referendum. Pender county has not attempted a voter referendum for the quarter-cent sales tax. This tax does not apply to groceries, prescriptions drugs, gasoline, automobile purchases, and utilities. Sales tax revenues can be used to fund any county-maintained service.

Quarter-Cent Local Option Sales Tax for Transit - Like the quarter-cent local option sales tax, the quarter-cent local option sales tax for transit is implemented at the county level and requires a voter referendum and county approval. Only counties that operate public transportation systems can consider this tax, and the revenues must be used to finance, construct, operate, and maintain the transit system. Improvements eligible for funding through this revenue source can also include projects supportive of the transit system, such as supporting bicycle and pedestrian infrastructure and signal system improvements. None of the counties within the WMPO region have adopted a quarter-cent local option sales tax for transit.

Vehicle Registration Fees - N.C. G.S. 105-570 enables county vehicle registration taxes. These taxes can be used to fund the financing, construction, operation, and maintenance of transit. Following a successful vote by the board of county of commissioners, a county that operates a transit system can charge a maximum of \$7 for every registered vehicle with some exceptions.

Motor Vehicle License Tax - Municipalities can levy an annual general motor vehicle tax up to \$30 based on N.C. G.S. 20-97. No more than \$5 of this tax can be used for general purpose, and additionally no more than \$5 of the tax may be used for the financing, constructing, operating, and maintaining of local transportation systems. The remainder of the tax may be used for maintaining, repairing, construction, reconstructing, widening, or improving public streets in the city or town that do not form part of the State highway system.



Vehicle Rental Tax - Counties in North Carolina can levy taxes on the gross receipts of passenger vehicle rentals at the rate of 1.5%, per N.C. G.S. 153A-156. Rented passenger vehicles to be taxed include traditional passenger vehicles, cargo vehicles, and trailers and semitrailers. Rentals of heavy equipment, defined as earthmoving, construction, or industrial equipment that is mobile and weighs at least 1,500 pounds, can be taxed at 1.2% per N.C. G.S. 153A-156.1.

Tolling (new construction) - Toll fees are direct charges to road users who have chosen to use the toll facility. The Turnpike Authority was created via N.C. G.S. 136-89, and is authorized to study, plan, develop, construct, operate, and maintain up to nine projects, which currently include the Triangle Expressway (complete), I 540 Triangle Expressway Southeast Extension (in-development), Monroe Bypass (complete), Mid-Currituck Bridge (in-development), and Cape Fear Crossing (in-development). The Cape Fear Crossing project is an approximately 9.5-mile proposed toll road from the US 17 Bypass in Brunswick County to US 421 near Wilmington.

GRANT AND LOAN PROGRAMS

GARVEE - Grant Anticipation Revenue Vehicles include any bond, note, certificate, mortgage, lease or other debt financing instrument issued by a state or local government whose principal and interest are repaid primarily with Federal-aid funds. The principal and interest are paid back with future federal highways or transit funds. This method can be used for most highway projects, transit projects, purchasing of transit vehicles or connections to intermodal ports and stations.

Private Activity Bonds (PABs) - PABs are tax-exempt bonds issued by or on behalf of a local or state government to provide special financing benefits to qualified projects. They work as municipal bonds that attract private investment to projects with public benefits. They attract businesses and labor to a region to drive public benefit, which would qualify the bond for tax-exempt status.

Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program - TIFIA's provide Federal credit assistance for projects meeting certain criteria for regionally or nationally signification projects. The program is intended to expedite projects by giving sponsors access to assistance through direct loans, loan guarantees or lines of credit. Up to 33% of project costs can be assisted through TIFIA and projects must be supported partially with user charges or other non-federal funding sources. For a small project, the grant must be at least \$5 million. An INFRA grant may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%.

State Infrastructure Banks (SIBs) - This program provides a revolving fund mechanism that finances highway and transit projects through direct loans with attractive interest rates. The revenues from repayment and interest are used to fund additional loans. They are capitalized initially from a variety of funding sources, using up to 1% of state-federal highway and transit capital funds and matching funds equal to 25% of all federal funds used for SIBs. These funds allow large transportation projects to be funded up front and for accelerated construction schedules. North Carolina does not currently have an active SIB, but South Carolina has been very successful and has provided the highest level of financing of any SIB in the nation.

Railroad Rehabilitation and Improvement Financing (RRIF) - Under this program, the Department of Transportation is authorized to provide direct loans and loan guarantees up to \$35.0 billion to



finance development of railroad infrastructure. Not less than \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. This project supports acquiring, improving, or rehabilitating intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops, and including the installation of positive train control systems; developing or establishing new intermodal or railroad facilities; reimbursing planning and design expenses relating to activities listed above; refinancing outstanding debt incurred for the purposes listed above; and financing transit-oriented development (credit assistance only available until December 4, 2019).

Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program – Previously known as TIGER Discretionary Grants, BUILD allows project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund road, rail, transit and port projects that promise to achieve national objectives. USDOT uses a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in infrastructure.

Consolidated Rail Infrastructure and Safety Improvement Grants Program (CRISI) – This program assists with financing passenger and freight rail system improvements to achieve safety, efficiency, and reliability benefits. The Federal Railroad Administration considers CRISI funding for intercity passenger rail service, to reduce rail congestion and to improve short-line and regional rail infrastructure; projects to enhance passenger or freight multimodal connections; and other safety improvements, including the deployment of non-PTC safety technology.

Capital Investment Grants (CIG) – This is FTA’s primary grant program to fund major transit capital investments including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. There is no annual call for applications and projects seeking CIG funding must complete a series of steps over several years to be eligible. For New Starts projects the total project cost is equal to or greater than \$300 million or total New Starts funding sought equals or exceeds \$100 million.

Passenger Ferry Grant program – This program provides competitive funding for projects that support passenger ferry systems through the Federal Transit Administration. Funds are awarded based on factors such as the age and condition of existing ferry boats, terminals and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation.

FINANCING

Transportation Bonds – Transportation bonds require voter approval and allow municipalities to sell bonds to investors, generating funds for transportation projects sooner. Authorized under N.C. G.S. 159-43, the investors are typically paid back via a property tax increase. Transportation bonding is a common funding mechanism that has been successful in North Carolina.

Revenue bonds – These are bonds which are paid back by user-generated revenues. N.C. G.S. 159-81 (1)(e) allows revenue bonds to be utilized for public transportation systems, facilities, or equipment including but not limited to bus, truck, ferry, and railroad terminals, depots, trackage, vehicles, and ferries, and mass transit systems.



General Obligation bonds – These bonds are backed by the full faith and credit of the borrower, and therefore is paid back by any revenue source. All capital projects can be financed with general obligation bonds, but voter approval is typically needed.

Special Assessment Districts – Special assessment districts are districts that are established within a municipality for the purposes of funding infrastructure projects that directly benefit the properties located within the assessment district. Charges are levied on properties located within the assessment district to cover the costs of those projects. Funds generated can be used to fund the capital costs of streets and sidewalks which may include the acquisition of property, construction, expansion, and improvement of real property. A vote of the affected landowners is required by the North Carolina General Statutes.

Transportation Impact Fees - Contributions made to a local government by the developer to fund off-site capital improvements needed to accommodate future growth. Local government must have authority to impose the fees as a condition of development approval, and the design and implementation of impact fee requirements must not be unfair, arbitrary, unreasonable or without rational basis. A local bill passed by the state’s General Assembly is needed to grant permission for impact fees to municipalities.

Tax Increment Financing (TIF) – TIF utilizes the value generated in developments surrounding new infrastructure to repay bonds issued for the project. The local government chooses an area as a TIF district, creates a development plan to be approved by the statewide commission, and if approved the value of all property in the district is measured to create a base valuation. As the property tax increases, due to increased land value, the base valuation captures the amount of property tax directed to the general fund and any additional tax revenue is used to pay off the bond. Under North Carolina law, local government units—both counties and municipalities—may designate TIF districts and issue debt instruments to fund improvements within them. TIF funds may be used only for projects that enable, facilitate, or benefit private development within the development financing district, the revenue increment of which is pledged as security for the debt instruments.

Maintenance of effort funds (MOE) – These funds establish financial mandates on local revenues or monies in the expenditure budget for the local government that establish a minimum contribution of funds for specific projects, regardless of whether state (or federal) funds are received in support of the project. In this way, MOE requirements prevent local governments from substituting state (or federal) funds for local revenues as state (or federal) funding increases. The rationale behind establishing and MOE is to ensure the additional funds provided by state (or federal) funding sources are not used to offset spending levels previously supported by local revenue.



Table 1 - Description of Funding Sources

Funding Source	Legal Feasibility	Types of Projects Funded	N.C. Examples	Funding Expectations
Quarter-Cent Local Option Sales Tax	N.C. G.S. 105-44 allows implementation at county level, requires a voter referendum	Any county-maintained service	New Hanover County (approved 2010); Rejected in Brunswick County (2014); Untested in Pender County	\$225.4 M*
Quarter-Cent Local Option Sales Tax for Transit	N.C. G.S. 105-44 allows implementation at county level, requires a voter referendum and county approval	Financing for construction, operation, and maintenance of transit	Mecklenburg County; Orange County; Durham County; Wake County	\$207 M*
Vehicle Registration Fees	N.C. G.S. 105-570 enables county vehicle registration taxes up to \$7	Financing for construction, operation, and maintenance of transit	Durham, Orange, Randolph and Wake Counties	\$23 M*
Motor Vehicle License Tax	N.C. G.S. 20-97 allows annual general motor vehicle tax up to \$30	\$5 for general purpose, \$5 for the financing, constructing, operating, and maintaining of local transportation systems. \$20 for public streets	None identified	\$10.6 M*
Vehicle Rental Tax	N.C. G.S. 153A-156 enables county tax on passenger vehicle rentals	N/A	None identified	\$43.7 M*
Tolling	N.C. G.S. 136-89 created Turnpike Authority and allows tolling on new construction	New construction toll facility	Triangle Expressway; I 540 Triangle Expressway Southeast Extension; Monroe Bypass; Mid-Currituck Bridge; Cape Fear Crossing	Project specific (estimated revenue available at end of March for Cape Fear Crossing)

Tax



Funding Source	Legal Feasibility	Types of Projects Funded	N.C. Examples	Funding Expectations
Grant Anticipation Revenue Vehicles (GARVEE)	Federal grant	Most highway projects, transit projects, purchasing of transit vehicles or connections to intermodal ports and stations	Portions of 38 Construction Projects (\$287 m.); Group 44 Projects (\$242 m.); Monroe Connector (\$145 m); 49 Projects (\$179 m); 60 Projects (\$264 m); Advance Refunded Series (\$224 m)	Project specific
Private Activity Bonds (PABs)	Federal tax-exempt bond	Qualified highway or surface freight transfer facilities	I-77 Managed lane (\$100 million)	Project specific
Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program	Federal credit assistance	Highway projects and transit capital projects	Triangle Expressway (\$387 M); I-77 HOT Lanes (189 M); CATS LYNC Blue Line Extension (180 M); Monroe Expressway (166.5 M)	Major requirements include a capital cost of at least \$50 million (or 33.3% of a state's annual apportionment of Federal-aid funds, whichever is less)
State Infrastructure Banks (SIBs)	N.C. G.S.136-277	Used to cover transit local match requirements	None identified	Repayment varies based on size of loan: Less than \$2 mil – 3 yrs; \$2-\$5 mil – 5 yrs; \$5-\$10 mil – 10 yrs; Over \$10 mil – 30 yrs
Railroad Rehabilitation and Improvement Financing (RRIF)	Federal loan program	Intermodal or rail equipment or facilities; and Finance transit-oriented development	None identified	Recent executed loan agreements: Dallas Area Rapid Transit, \$908m; Port of Everett, \$6m; Massachusetts Bay Transportation Authority, \$220m
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program	Federal grant program	Road, rail, transit, and port projects	NC Rural Bridge Improvement Project (\$23 M); Hickory Reconnected Through Transportation Infrastructure Investment (\$17 M); Raleigh Union Station Phase II: RUS Bus (\$20 M)	\$5 million minimum award urban projects, \$1 million minimum for rural projects

Grant and Loan Programs



Funding Source	Legal Feasibility	Types of Projects Funded	N.C. Examples	Funding Expectations
Grant and Loan Programs	Consolidated Rail Infrastructure and Safety Improvement Grants Program (CRISI)	Federal grant program	None identified	The Federal share of total costs for projects funded under this notice will not exceed 80%
Capital Investment Grants (CIG)	Federal grant program	Light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects	Chapel Hill North-South BRT (\$77-84 M); LYNX Blue Line Extension - North Carolina Corridor (\$580 M); Durham-Orange Light Rail Transit (\$1,238 M)	Total project cost is equal to or greater than \$300 million or total New Starts funding sought equals or exceeds \$100 million
Passenger Ferry Grant	Federal grant program	Passenger ferry systems	None identified	The federal share is not to exceed 80% of the net project cost for capital expenditures.
Transportation Bonds	N.C. G.S. 159-43 authorizes transportation bonds, requires voter approval	Public transportation systems, including but not limited to bus lines, ferries, and mass transit systems	None identified	Project specific
Special Assessment Districts	N.C. G.S.160A-216 authorizes special assessment districts, requires vote by affected landowners	Capital costs of streets and sidewalks	Hillsborough (Waterstone development); Mooresville (commercial development)	Project specific
Transportation Impact Fees	N.C. G.S. 160A-372 (municipalities) and N.C. G.S. 153A-331 (counties)	Rights-of-way or easements for street and utility purposes	None identified	Project specific
Tax Increment Financing	N.C. G.S. 159-101	Public transportation systems, including but not limited to bus lines, ferries, and mass transit systems	None identified	Project specific
Maintenance of Effort Funds (MOE)			City of Charlotte, Mecklenburg County, and the Town of Huntersville (\$18.6 M)	Funded by Pay-As-You-Go revenues.

* Funding expectation from the 2040 plan projections



RECOMMENDATIONS

This section summarizes the alternative funding sources recommended for the 2045 MTP alternative funding plan. The selection of sources for inclusion in the plan was driven in large part by the criteria that fiscal constraint be based on funding considered to be reasonably available for the region. A secondary consideration was the selection of sources where the future funding was thought to be more predictable. When funding is more predictable, the community is in a better position to deal with planned growth, address congestion, improve safety, and budget wisely. The recommendations presented here do not include potential grants or project specific revenue sources. This does not imply that these sources are not desirable, and should not be pursued by the WMPO, but more so that they are too project specific and uncertain to be considered as part of the alternative funding plan.

The following alternative funding sources are recommended to help close any potential funding gap for Moving Forward 2045:

- Quarter-Cent Local Option Sales Tax (\$225.4 million forecast for 2040 MTP)
- Quarter-Cent Local Option Sales Tax for Transit (\$207 million forecast for 2040 MTP)
- Vehicle Registration Fees (\$23 million forecast for 2040 MTP)
- Motor Vehicle License Tax (\$10.6 million forecast for 2040 MTP)
- Vehicle Rental Tax (\$43.7 million forecast for 2040 MTP)



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MEMORANDUM

To: MPO Board members
From: Katie Moore, Associate Transportation Planner
Date: March 19, 2019
Subject: TCC and CAC Recommended Alternative Funding Sources

On Wednesday, March 13, 2019 the Financial Forecast and Potential Funding presentation was made by Leta Huntsinger (WSP) to the Technical Coordinating Committee (TCC). Members of the TCC engaged in a discussion regarding the presentation and the memo's prepared by WSP. Additionally, the TCC reviewed recommendations from the Citizen Advisory Committee (CAC) which included adding several financing mechanisms to the recommended alternative funding sources identified by WSP.

The TCC expressed interest in advancing the recommendations of the CAC and identified two more undefined sources: bicycle registration tax and STI Incentives (local funding participation, bonus allocations, and/or payback options). The viability of the undefined sources for alternative is unknown at this time. If desired by the MPO Board, WSP can conduct further research to determine the legality and potential eligibility of these sources for transportation funding.

In total, the TCC and CAC recommended the 5 (five) sources identified by WSP, known project specific funding sources, and 6 (six) sources that are undefined with unknown feasibility.

Recommended by WSP:

1. Quarter-cent Local Option Sales Tax
2. Quarter-cent Local Option Sales Tax for Transit
3. Vehicle Registration Fees
4. Motor Vehicle License Tax
5. Vehicle Rental Tax

Wilmington Urban Area Metropolitan Planning Organization

Known project specific funding sources:

1. Municipal Bonds
2. Public-Private Partnerships
3. Tolling (Turnpike Authority)
4. Recurring and Revolving Grants and Loans

Sources that are undefined:

1. Tourist/Visitor Fee such as VMT for use of roadways
2. Local Room Occupancy Tax
3. Marina or Dockage Fee
4. Development Impact Fee
5. Bicycle Registration Fee (NC H157 introduced February 2019)
6. STI Incentives for Local Funding Participation (G.S. Section 136-189.11 Transportation Investment Strategy Formula subsection (f) Incentives for Local Funding and Highway Tolling)



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

March 1, 2019

Project Description

The Cape Fear Crossing project is proposed as a roadway extending from the vicinity of US 17 Bypass and I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River. The project is programmed in the 2018-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of February:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- The Draft Traffic Noise Report is under review by NCDOT.
- The DEIS is under review by the FHWA NC Division.
- Public hearing maps and other meeting materials are under review by NCDOT for an upcoming Corridor Public Hearing.
- The project team received final concurrence from the State Historic Preservation Office (HPO) on 2/12/19 regarding Section 106 effects on historic resources in the project study area.
- The Sea Level Rise Analysis was finalized on 2/20/19 and will be placed on the project website.

Upcoming Activities

- The DEIS will be revised per comments received from the FHWA NC Division.
- Once the DEIS is finalized, a Corridor Public Hearing will be held. Two hearings are anticipated to be held in April or May (one in Brunswick County and one in New Hanover County).
- After the DEIS and hearing public comment period, FHWA and NCDOT will meet with environmental and regulatory resource agencies to determine the Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative.

Past Activities

- A newsletter was sent on 12/21/18 to notify citizens of the remaining alternatives under study and the project schedule.
- The project team coordinated with the SHPO on 10/30/18 regarding two new properties identified that are eligible for the National Register of Historic Places (NRHP).
- The Air Quality Report was finalized on 10/09/18.
- The Red-Cockaded Woodpecker Foraging Habitat Analysis was finalized on 9/26/18.
- The Crash Analysis Summary was finalized on 8/30/18.
- The revised project designs of the detailed study alternatives were finalized 6/15/18.
- The Traffic Capacity Analysis was finalized on 6/01/18.
- The NEPA/Section 404 Merger Team reached concurrence on 11/30/17 to eliminate Alternatives C, F, P, G, J, and V Freeway. Alternatives B, Q, T, M Avoidance, N Avoidance, and V Widening will be carried forward for detailed study in the DEIS.
- The update to the Natural Resources Technical Report was finalized on 9/19/17.
- The Essential Fish Habitat Assessment was finalized on 9/01/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 5/30/17; final concurrence on Concurrence Point 2A was received on 8/17/17.
- The project team received final concurrence from the HPO on 5/26/17 regarding Section 106 effects on historic resources in the project study area.
- The project team presented the status of the project and preliminary alternative impact analysis results to the WMPO TAC on 3/29/17.
- The Archaeological Predictive Model Update was finalized on 2/13/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/13; the NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – John Conforti, igconforti@ncdot.gov, 919.707.6015; AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179; Website: <https://www.ncdot.gov/projects/cape-fear-crossing>; Email: capefear@ncdot.gov; Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
MARCH 2019

2045 METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This plan will guide the regional transportation priorities and actions, and be used for project selection in the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan. A four month public outreach period was held between April 3rd and July 31st. There were 2,287 transportation survey responses, 563 comments on the public input map tool, and 4,554 votes on map comments, totaling 7,404 responses collected. In July, the six modal subcommittees began meeting with the initial task of developing modal goals and objectives, which were completed in October 2018 and officially adopted by the Board in November 2018.

Next Steps:

- Modal Subcommittees are in various stages of developing scoring criteria and policies. The development of scoring criteria and modal policies are anticipated to be completed and presented to the CAC by April 2019.
- The CAC, TCC and Board will receive the financial forecasts and consider recommendations of alternative funding sources in March 2019.
- A red line, fiscal constraint analysis of ranked modal projects, including opportunities for projects utilizing supported alternative funding sources will be prepared and reviewed by the CAC, TCC, and Board in early Summer 2019.
- Adoption in November 2020

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO for the development of street design manual. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Manual will include conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. A public meeting was held on December 4th to review the draft materials. The document was revised and a follow-up meeting was held on February 20th. Staff from the Town continues to work on the development of these standards. MPO staff met with the Town on May 22nd. The Town provided the MPO with a list of questions, proposed changes and comments. The MPO responded and the Town continues to review the document.

Next Steps:

- Continue to update the guidelines/manual per guidance from the Town of Leland

NORTHEAST NEW HANOVER COUNTY FUTURE STREET PLAN

Project Description/Scope: New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating

strategies for integrating land use and transportation development. The MPO and County have received a draft plan from the consultant. The County Planning staff are meeting with stakeholders. The plan is being revised by the County to meet our needs.

Next Steps:

- Finalize Draft Plan in Spring 2019
- Present information to New Hanover County Planning Board and Board of Commissioners

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 Development Plan Reviews: 2 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Formal Reviews: 6 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept 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
- TIA Reviews: 20 total (New Hanover County 4, City of Wilmington 10, Carolina Beach 0, Leland 0, Navassa 1, and Pender County 4, Brunswick County 1) ; new 2 and ongoing 18
- Pender County Development Plan Reviews: 3 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 72 (16 new, 56 on-going)
- City of Wilmington Informal Reviews: 29 (6 new, 23 on-going)
- City of Wilmington Concept Reviews: 14 (10 new concept reviews- 4 on-going concept)
- COW Project Releases: 8 Full releases

STBGP-DA/TASA-DA FY 2013 to Present

STBGP-DA

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE- PROJECT COMPLETE

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE (Design)

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:

- Complete review of final design package and submit to NCDOT for review– Summer 2019

- NCDOT final design approval and City request Construction Funds Authorization – Fall 2019
- Begin Construction – Spring 2020
- Complete Construction – Winter 2020

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP (Design)

Project Descriptions/Scope: This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Project Status and Next Steps:

- 100% Plan approval received
- ROW certification has been issued
- Construction funds have been requested for release
- Updated PCE approved on December 4th, 2018
- Upon reviewing a set of AECOM plans that were not previously given to the Town showing the existing utilities, staff has determined that some potential utility conflicts exist
- The Town is getting a proposal from Davenport to perform a complete and independent review of the drawings for the four STBG projects
- A request has been made for a supplemental agreement to extend project completion deadline to July 2020 (will match up to deadlines for the I, J and K projects)
- Bid and award timeline will depend upon Davenport’s findings; prefer to bid the four projects at the same time.

U-5534E & L - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE BIKE LANES (Under Construction)

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard

Project Status and Next Steps:

- Construction is complete with a final walk through scheduled for March 8th

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

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue. The right of Way certification was received November 2, 2016.

Project Status and Next Steps:

- Complete review of final design package and submit to NCDOT for review – Spring 2019
- NCDOT final design approval and City request Construction Funds Authorization – Summer 2019
- Begin Construction – Winter 2019
- Complete Construction – Fall 2020

U-5534G –HOOKER ROAD MULTI-USE PATH (Design)

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review– Summer 2019
- Update/renew permits – Fall 2019
- NCDOT final design approval – Fall 2019
- R/W acquisition complete – Spring 2020
- Begin Construction – Winter 2020
- Complete Construction – Winter 2021

U-5534H – HINTON AVE MULTI-USE PATH (Design)

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review– Summer 2019
- Update/renew permits – Fall 2019
- NCDOT final design approval – Fall 2019
- R/W acquisition complete – Spring 2020
- Begin Construction – Winter 2020
- Complete Construction – Winter 2021

U-5534I –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 at 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:

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project
- The Town is getting a proposal from Davenport to perform a complete and independent review of the drawings for the four STBGP-DA projects

U-5534J –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:

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD

- Encroachment agreement needed once right-of-way finalize
- The Town is getting a proposal from Davenport to perform a complete and independent review of the drawings for the four STBGP-DA projects

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd 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:

- 100% Plans approved by NCDOT
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project
- The Town is getting a proposal from Davenport to perform a complete and independent review of the drawings for the four STBGP-DA projects

U-5534N SHIPYARD BOULEVARD SIDEWALK

Project Description/Scope: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Project Status and Next Steps:

- Let Date: March 14, 2019

U-5534O CAPE FEAR BLVD MULTI-USE PATH

Project Description/Scope: The construction of approximately 3200 linear feet of 10’ wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

Project Status and Next Steps:

- Construction is complete with exception of street lighting installation which is due for completion the week of March 4th

U-5534Q –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:

- The project has been put on hold until NCDOT’s College Road resurfacing project occurs

U-5534S (FORMERLY U-5534M)- CORAL DRIVE SIDEWALKS

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Town hired SEPI to complete the design.

Project Status and Next Steps:

- Easement issue has been resolved. Final plans have been reviewed by NCDOT. SEPI addressing issues.
- Construction funds can be released once PCE consult is received
- Anticipated Let Date: Summer 2019

U-5534T – TRAFFIC SIGNAL PREEMPTION

Project Description/Scope: This project will install traffic pre-emption equipment at 27 locations throughout the City of Wilmington and GPS devices on fire apparatus.

Project Status and Next Steps:

- Plans and Specification approved by NCDOT on February 19, 2019.
- Construction Authorization and funding request in progress.
- Anticipated bid date of April 2019.

U-5534U – 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:

- Scoping meeting held with NCDOT
- PE funds were released at the December 2017 Board of Transportation meeting
- The Town and Engineer have agreed to a fee. The Town working to complete the contract.

EB-6025 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:

- Town working with NCDOT to receive/execute agreements

TASA-DA

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Project Status and Next Steps:

- City Council awarded the contract on February 4, 2019. The City is currently working on executing the contract.

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

Project Status and Next Steps:

- 90% plans to be submitted on March 18, 2019

- No right of way needed
- Anticipated construction bid Summer 2019

U-5527D HARPER AVE. MULTI-USE PATH

Project Descriptions/Scope: The construction of approximately 2104 linear feet of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

Project Status and Next Steps:

- The monies have been returned to the MPO and the project will be removed.

EB- 6026 BELVILLE ELEMENTARY MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of twelve feet (12') 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 is working with NCDOT to receive/execute agreements

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that funded a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The TDM program will work to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing Plan for the "Go Coast" program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.

Project Status and Next Steps:

Initiatives

1. Be A Looker Campaign
 - a. Planning a 6 month bicycle and pedestrian safety campaign to take place April to September 2019
2. Bike Share
 - a. Completed agreement with Zagster. Contract to be signed.
3. New Go Coast Website
 - a. May begin new search for developer in March
4. Social Media
 - a. Posting at least three times per week
 - b. WMPO Facebook, Instagram, and Twitter and Go Coast Instagram
5. Continue to push Commuter Friendly Employer Program and Share The Ride NC Programs and Events
 - a. May is National Bike Month and Cape Fear Bike to Work Month
 - b. River To Sea Bike Ride May 4th at 7am

6. Scooter Share
 - a. Waiting on direction from NC General Assembly for policy on electric scooter share programs
 - b. General Assembly currently defining “scooter”



Cape Fear Public Transportation Authority

Project Update

March 2019

REGIONAL AUTHORITY PROJECTS

- 1. Bus fleet replacement** - FTA funding in the amount of \$3.6M for nine replacement buses was awarded to the Authority from a nationwide discretionary grant in April 2018. Seven buses were ordered June 29, 2018. Delivery is scheduled to begin in June 2019. On February 28, 2019 the Authority authorized \$879,692 for the purchase of two trolley replica buses to serve the Downtown Trolley Route. Delivery is expected to take approximately six months. Additional funding for three to four buses will be requested from the VW mitigation settlement phase one following a call for projects by NC DAQ in the spring of 2019.
- 2. Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit is completing its latest short range plan. The plan will set a course for public transportation initiatives, route structure, and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations. Under the direction of the Authority's Operations and Planning Committee made up of funding partners, Board members, staff, WMPO board members, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the plan is an important tool in identifying and quantifying the public transportation needs of the community. Marketing, public relations, and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying and data collection to assess the needs of current and prospective passengers. Nelson Nygaard is the principal consultant leading the project. Data collection has begun and is being analyzed. Over fifteen agencies are assisting Wave Transit as stakeholders in the planning effort. The stakeholder committee has been identified and held their multiple meeting. The project is expected to be completed in the spring of 2018. The draft plan was presented to the Authority Board on March 22, 2018. Draft recommendations are available at the following URL: <https://www.wavetransit.com/short-range-transit-plan/>. Changes to the Wave Transit routes based on recommendations from the consultant will be developed over the summer and fall with implementation in 2019 to coincide with the opening of the Wilmington Multimodal Transportation Center. A presentation of the study findings will be presented to the WMPO Board and TCC in January 2019.
- 3. Long Term Funding** - (no change) currently, the Authority does not have a dedicated source of local funding. A consultant led study to evaluate the governing model and long term funding for transit in the region has been commissioned by the City of

Wilmington and New Hanover County. TransPro Consulting has presented its findings to the Wilmington City Council and the New Hanover County Board of Commissioners.

WMPO SPONSORED PROJECTS

- 1. Wilmington Multimodal Transportation Center** - An Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of the U-Haul building is complete. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has approved. On June 27, 2018 the WMPO awarded up to \$1,700,000 in additional STBGP-DA funding to complete the project. The flex process to convert the funds from FHWA to FTA was initiated on July 30, 2018.
Phase 1 consisting of hazardous materials abatement and demolition is complete.
Phase 2 consisting of building stabilization is complete.
Phase 3 consisting of renovation construction was let for bidding on February 14, 2018. Renovation construction of the Neuwirth Building began on December 03, 2018. However, the process of flexing the final \$1,700,000 from FHWA to FTA for sitework has been delayed. At this time the financial and schedule impact cannot be determined. Renovation construction of the Neuwirth Building is currently on schedule and within the allocated budget. Completion of the Neuwirth Building renovation is expected in summer 2019. Site work will commence upon approval of an FHWA STBGP-DA fund transfer to the project and execution of an FTA grant amendment adding FHWA transferred funds to the project.
- 2. Preventive Maintenance & ADA** - STBGP-DA funding in the amount of \$500,000 for preventive maintenance and ADA service throughout the region was approved by the WMPO on July 25, 2018. The process of flexing the funds from FHWA to FTA is complete and a grant application has been submitted to FTA. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region. Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. In January 2019 the Authority provided 1,776 ADA passenger trips utilizing the funding. The period of performance for the project is 07/01/2018 through 06/30/2019.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

March 6, 2019

WMPO – Brunswick, Pender, and New Hanover Counties

[Project Update List for Brunswick County](#)

[Projects Under Construction – Brunswick County](#)

R-5783A/B – (TAP ADA Curb Ramp: DC00187) Division Wide contract to add missing curb ramps and bring existing curb ramps to ADA compliance.

Estimated Completion Date: January 2019

Percent Complete: Substantially Complete

W-5703I: Hickman Rd at Ash-Little Rd Install Flashers

Estimated Completion: March 2019

Construction By State Forces: Work has started

R-2633 BA – (Wilmington Bypass: C203199) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Open to traffic on December 18, 2017.

Estimated Completion Date: February 2019 (inclusive of punch list and vegetation period)

Percent Complete: complete

R-2633D – (I-140 ITS: C204080) Intelligent Transportation System for I-140 (Wilmington Bypass) in Brunswick and New Hanover Counties – Communications Cable and Conduit Routing

Estimated Completion Date: May 2019

Percent Complete: 65.41%

NC24/US 17 Primary Routes– (NC24/US 17 Primary Routes: DC00234) Plant bed maintenance in Brunswick, New Hanover, Onslow, and Pender counties

Estimated Completion Date: November 2019

Percent Complete: 6.96%

R-3601(L) – (US 74/76 and NC 133 Landscaping: DC00231) Landscaping contract

Estimated Completion Date: May 2020

Percent Complete: 20.63%



Project Development- Brunswick County

R-5021: NC 211 from NC 87 to NC 906 (Midway Road) widen to a 4-lane divided facility.

Let Date April 2019

U-5914: NC 133 Widen and Modernize Intersection at US 17/US 74/US 76 to SR 1554 (Old River Road).

Let Date October 2019

U-5788: US 17 Business (Main Street) Realign intersection at Wall Street and Shallotte Avenue

Let Date May 2020

W-5601GA: US 17 at Thomasboro Rd Convert Intersection to Superstreet

Let Date February 2021

W-5703H: US 17 at Hickman Rd Convert Intersection to Superstreet

Let Date February 2021

U-5862: US 17 (Shallotte Bypass) at SR 1357 Smith Avenue Upgrade intersection to interchange

Let Date FY 2022

R-5857: US 17 at US 17 Bus Convert Intersection to Superstreet

Let Date June 2022

R-5851: US 17 at NC 904 Convert Intersection to Superstreet

Let Date FY 2025

***Reprioritized in P5.0**

U-5932: US 17 at NC 211 Convert Intersection to Interchange.

Let Date FY 2025

R-5947: NC 211 Widen from Sunset Harbor Rd to NC 906 (Midway Rd) to 4 lanes

Let Date FY 2029

***New Project in P5.0**

U-6104: US 17 (Shallotte Bypass) at US 17 Business upgrade intersection to interchange

Let Date FY 2029

***New Project in P5.0**

Carolina Bays Parkway Extension Updates

1. Newsletter 1 mailed out
2. Project Website: <https://www.ncdot.gov/projects/carolina-bays-parkway/Pages/default.aspx>

Project Timeline Table	
Milestone	Date*
Public meeting	Spring 2019
Environmental document	Spring 2020
Public hearing	Summer 2020
Environmental decision document	Summer 2021
Right of way acquisition begins in N.C.	TBD
Right of way acquisition begins in S.C.	2021
Construction begins	TBD

High Impact / Low Cost funded projects New project funding source – Brunswick County

1. NC 133 (flooding) Intersection of SR 1521 (Funston Road SE) and NC 133 in Brunswick County approximately a mile in each direction of the intersection.
WBS 80084
Project let August 2019
Anticipated Completion April 2020
2. Installation of traffic signal at US 17 & NC 87 (southern entrance) in Brunswick County
WBS 47783; work began February 2018
Completion Date: April 2019
3. Installation of traffic signals at the intersection of US 17 and Ocean Isle Beach Road, and the NB to SB U-turn location approximately 875 feet northeast of the referenced intersection in Brunswick County.
WBS 47879; work began February 2018
Completion Date: April 2019
4. Caswell Beach Rd Infiltration System in Oak Island
WBS 47931; Town of Caswell Beach is working on the design
Let: March 2019

Resurfacing Projects - Brunswick County

2018 Brunswick Resurfacing Contract: WBS (C204094, W-5203Y) US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.

Estimated Completion Date: February 2020.

Percent Complete: 77.93%

- Map 1: NC 130 (Whiteville Rd) from US 17 Bus to SR 1335
- Map 2: NC 179 (Old Georgetown Rd) from 179 Bus to NC 904
- Map 3: NC 904 (Longwood Rd) from SR 1321 to SR 1304
- Map 4: NC 179 Bus (Sunset Blvd) from traffic circle at Shoreline Dr to west of NC 904
- Map 5: SR 1319 (Union School Rd) from SR 1316 to US 17
- Map 6: SR 1504 (Clemmons Rd) from SR 1316 to US 17
- Map 7: SR 1333 (Project Rd) from SR 1326 to end of Pavement
- Map 8: SR 1327 (New Britton Loop Rd) from SR 1333 to SR 1326
- Map 9: SR 1337 (Marlow Rd) from SR 1336 to SR 1333
- Map 10: SR 1308 (Etheridge Rd) from SR 1300 to NC 904
- Map 11: SR 1335 (Myrtlehead Rd) from SR 1333 to SR 1336
- Map 12: SR 1356 (Marlowtown Rd) from 1302 to SR EOM
- Map 13: SR 1301 (McLamb Rd) from SR 1300 to SC line
- Map 14: SR 1316 (Old Shallotte Rd) from NC 904 to US 17
- Map 15: SR 1155 (Goose Creek Rd) from NC 179 to SR 1143
- Map 16: SR 1304 (Pea Landing Rd) from US 17 to NC 904
- Map 17: SR 1305 (No. 5 School Rd) from SR 1300 to SR 1304
- Map 18: SR 1165 (Thomasboro Rd) from US 17 to SR 1164
- Map 19: SR 1720 (Washington Rd) from US 17 Bus. To EOM
- Map 20: SR 1312 (Mt. Zion Church Rd) from NC 904 to EOM
- Map 21: SR 1315 (Russtown Rd) from SR 1313 to NC 904
- Map 22: SR 1115 (Stone Chimney Rd./Old Ferry Connection) from NC 211 to intracoastal waterway

2018 New Hanover County Resurfacing (C204135) US 17 Bus/US 76, US 421, NC 132, and various secondary roads

Estimated Contract Completion Date: April 2019

Percent Complete: 16.33%

High Value Bridge Program – Brunswick County

Old Oak Island Bridge (Brunswick 14: C204185) NC133 Country Club Drive; Girder Repair

Estimated Completion Date: June 2019

Percent Complete: 54.93%

Holden Beach Bridge (Brunswick 71: C204254) NC130 Holden Beach Rd SW; Girder Repair

Estimated Completion Date: October 2019

Percent Complete: 3.11%

Odell Williamson Bridge (Brunswick 13) NC904 Causeway Dr; Epoxy Coat Beam Ends

Let March 2019

Project Update List for Pender County

Under Construction – Pender County

R-5783A/B – (TAP ADA Curb Ramp: DC00187) Division Wide contract to add missing curb ramps and bring existing curb ramps to ADA compliance.

Estimated Completion Date: January 2019

Percent Complete: Substantially Complete

SR-5001CB – (Sloop Point Multi Use Path: DC00151) from US 17 to SR 1694 (Masters Ln)

Estimated Completion Date: March 2019

Percent Complete: 49.69%

B-5304 – (Pender 203: C203983) Replace bridge 203 on SR 1324 (Crooked Run Rd)

Estimated Completion Date: March 2019

Percent Complete: 98.96% (Awaiting 80% Vegetation Period)

3RE.101013 (NC 24 and US 17: DC00234) Primary Route Plant Bed Maintenance

Estimated Contract Completion Date November 2019

Percent Complete: 6.96%

B-4929 (Surf City Bridge on NC 50/210: C203789) Replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Estimated Contract Completion Date December 2020

Percent Complete: 96.80%

Project Development – Pender County

R-5701: NC 53/US117 Bus. Intersection Upgrade

Let June 2020

R-3300B: US 17 Hampstead Bypass: Construct a four-lane divided roadway on mostly new location from NC 210 to Sloop Point Loop Road. **Fully funded**

Let September 2020

R-3300A: US 17 Hampstead Bypass: Construct a four lane divided roadway on new location from US 17 south of Hampstead to NC 210 **Selected in P5.0 Regional – fully funded**

Let September 2020

U-5732: US 17 Hampstead Superstreet: Convert to superstreet from SR 1582 (Washington Acres Road) to just south of US 17 and future Hampstead Bypass Limits. **Fully funded and will be built in conjunction with Hampstead Bypass projects.**

Let September 2020

R-5850: NC 53 from US 117 Bypass to Stag Park Rd widen to 3 lanes

Let May 2025

R-5877: US 17 at NC 210 (Surf City) convert intersection to a Green T
Let FY 2027 New Project in P5.0

R-5899: NC 210 and Watts Landing Rd (Surf City) roundabout
Let FY 2028 New Project in P5.0

R-5900: NC 210/NC 50 and Belt Rd (Surf City) roundabout
Let FY 2028 New Project in P5.0

Resurfacing Projects - Pender County

2018 Pender County Resurfacing Contract (C204090). 1-section of US-17, 1-section of NC-50, 1-section of NC-210, and 36 other various SR roads.

Estimated Completion Date: February 2019

Percent Complete: 98.68%

2019 Pender County Resurfacing Contract (DC00229). Various Secondary Routes

Estimated Completion Date: June 2019

Percent Complete: 4.92%

High Impact / Low Cost funded projects New project funding source – Pender County

1. Hoover Road widening from proposed interchange to US 17 with 2' paved shoulders; currently under design
WBS 47785
Project let April 2019
Anticipated Completion March 2020

Project Update List for New Hanover County

Projects Under Construction - NHC

R-5783A/B – (TAP ADA Curb Ramp: DC00187) Division Wide contract to add missing curb ramps and bring existing curb ramps to ADA compliance.

Estimated Completion Date: January 2019

Percent Complete: Substantially Complete

R-2633 BA – (Wilmington Bypass: C203199) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Open to traffic on December 18, 2017.

Estimated Completion Date: February 2019 (inclusive of punch list and vegetation period)

Percent Complete: Complete

W-5601CK – (New Hanover 12: DC00129) Wrightsville Beach Bike Plates installation on US 74 bridge over intercoastal waterway

Anticipated Completion date: April 2019

Perent Complete: 100%

R-2633D – (I-140 ITS: C204080) Intelligent Transportation System for I-140 (Wilmington Bypass) in Brunswick and New Hanover Counties – Communications Cable and Conduit Routing

Estimated Completion Date: May 2019

Percent Complete: 65.41%

U-3338B – (Kerr Avenue Widening: C203772) Widening of Kerr Ave. from Randall Prkway to MLK, Jr. Prkwy.

Estimated Completion date: June 2019

Percent Complete: 90.64%

Snow Cut Fender – (New Hanover 30: DC00218) Bridge on US 421 over SR 1532 and intracoastal waterway

Anticipated Completion date: June 2019

Perent Complete: 35.62%

3RE.101013 (NC 24 and US 17: DC00234) Primary Route Plant Bed Maintenance

Estimated Contract Completion Date November 2019

Percent Complete: 6.96%

Fishing Creek – (C204282) Bridge on US 421 over Fishing Creek 4 miles N of I-140

Anticipated Completion date: April 2020

Perent Complete: 4.43%

U-4751 – (Military Cutoff Road Extension: C203980) extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass west of US 17 Business (Market Street) to US 17 Business (Market Street) SR 1403 (Middle Sound Loop Road).

Estimated Completion date: April 2022

Percent Complete: 18.90%

Project Development – NHC

U-4902D: US 17 Business (Market Street) construct a “superstreet” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive

Let Date December 2018

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

Let Date April 2019

U-3338C: SR 1175 (Kerr Avenue) at US 74 (MLK Jr Pkwy) Construct interchange

Let Date December 2019

U-4902C: US 17 Business (Market Street) construct a superstreet (median) from Station Road to US 74 (MLK Parkway/Eastwood Rd); construct a SPUI at US 74 (MLK Parkway/Eastwood Rd) and Market St; Project extended on Eastwood Rd from Racine to Cardinal

Let Date February 2020

U-5710A: US 74 (Eastwood Road) construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date April 2020

R-3300A: US 17 Hampstead Bypass: Construct a four lane divided roadway on new location from US 17 south of Hampstead to NC 210

Let Date September 2020

U-5710: US 74 (Eastwood Road) convert at-grade intersection to an interchange at US 17 (Military Cutoff Road).

Let Date September 2021

U-5926: 23rd St Extension: New route from N 23rd St to N 26th St

Let Date June 2022

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway.

Let Date FY 2023

U-5731: US 74 (US 17/US 421 in Wilmington) Construct a Trumpet Interchange

Let Date FY 2023

U-5790: US 421 (Carolina Beach Road) Widen US 421 (Carolina Beach Rd) from NC132 (South College Rd) to Sanders Rd in Wilmington and construct Continuous Flow Intersection at US 421 and NC 132

Let Date June 2024

U-5792: US 74 (MLK Jr Parkway) at NC 132 (College Rd) Convert at-grade intersection to Tight Urban Diamond Interchange

Let Date June 2024

U-5954: NC 133 (Castle Hayne Rd) at 23rd St Construct Roundabout

Let Date June 2024

U-5863: NC 133 (Castle Hayne Rd) Widen to multi-lanes from I-140/US17 to SR 1310 (Division Dr)

Let Date FY 2024

U-4434: Independence Blvd Extension from Randall Parkway to MLK Jr Parkway

Let Date June 2025

U-4902B: US17 US 17 Business (Market Street) Median Project from CSX Railroad to Cinema Dr and from Jacksonville St to North of US 117/NC132 (College Rd)

Let Date FY 2025

U-5702A: NC 132 (College Rd) Access management and travel time improvements from SR 1272 (New Centre Drive) to US 117 (Shipyard Blvd)

Let Date FY 2025

U-5704: NC 132 (College Rd) Intersection improvement at US 76 (Oleander Dr); Quadrant intersection Design along Parkway Dr

Let Date FY 2025

U-5734: US 421 (South Front Street) Widen to multi-lanes from US17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.)

Let Date FY 2025

U-5881: NC 132 (College Rd) Widen Roadway from SR 2048 (Gordon Rd) to SR 1272 (New Centre Dr) including interchanges at Kings Drive and Ringo St; project overlaps with U-5792

Let Date FY 2025

U-5702B: NC 132 (College Rd) Access management and travel time improvements from US 117 (Shipyard Blvd) to US 421 (Carolina Beach Rd)

Let Date FY 2027

U-6199: Wilmington Citywide Signal System Upgrade

Let Date FY 2027

U-6201: Kerr Avenue extension from Wrightsville Avenue to Oleander Dr

Let Date FY 2027

U-6128: US 76 (Oleander) & Greenville Loop Rd/Greenville Ave Dual Left Turns

Let Date Post Year

U-6202: Gordon Road widen from US 17 Market St to I-40

Let Date Post Year

U-4738: Cape Fear Crossing New entrance from Brunswick county to New Hanover County south of the Cape Fear Memorial

Let Date Post Year

Resurfacing Contracts - NHC

I-5760 (I-140: C203868) resurface from I-40 to US 421 & reconstruction of bridge joints
Remaining work: Joints and pavement markers

Estimated Contract Completion Date: February 2019

Percent Complete: 100%

US 117/NC 132 S College Rd (C203888: W-5203AA, W-5601BB) from US 17 Business (Market Street) to SR 2313 (Wilshire Blvd.)

Remaining work: Pavement markings and markers

Estimated Contract Completion Date: March 2019

Percent Complete: 87.15%

2018 New Hanover County Resurfacing (C204135) US 17 Bus/US 76, US 421, NC 132, and various secondary roads

Estimated Contract Completion Date: April 2019

Percent Complete: 16.33%

High Value Bridge Program – NHC

Cape Fear Memorial Bridge (New Hanover 13: C204119) Structural Steel Repair, clean and grease ropes, lift span bearings

Estimated Completion Date: June 2019

Percent Complete: 86.55%

US76/Banks Channel (New Hanover 21) Girder repair, clean and paint bearings, epoxy caps

Let Date December 2018

Isabel Holmes Br (New Hanover 11) Girder repair, upgrade/paint structural steel, replace grid floor

Let Date February 2019

Cape Fear (I-140 E) (New Hanover 48) Shear Strengthen

Let Date July 2019

Cape Fear (I-140 W) (New Hanover 49) Shear Strengthen

Let Date July 2019

This project list was updated on March 6, 2019.

If you have any questions, please contact Caitlin Marks at the Division 3 Office:

(910) 341-2000, cmmarks@ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

March 2019

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

MARCH TPD UPDATES WILMINGTON MPO

March 2019

New Business:

Wilmington Model Update – Future Year Model is ready for MTP project testing and has been sent to the Wilmington MPO. The documentation was updated on March 1st with updates to the growth rate map and sent to the MPO. The model and documentation will continue changing as new projects are entered into the MTP. The 2045 Model will be considered adopted when the MTP is adopted, it will then become the official model and documentation.

Wilmington CTP – With the model update, WMPO has also asked TPD to start on the Wilmington CTP update. We have yet to develop a schedule for this CTP and start – but once the Wilmington Model is near completion we will develop a schedule.

Brunswick County Model – Working with the Cape Fear RPO on the Cape Fear FY growth rates while comparing with GSATS Model and Wilmington Model growth rates.

Pender County CTP – TPD has done a lot of pre-work for Pender County, once the RPO and engineer can provide more time and grasp a better understanding of CTP 2.0 – they will start the CTP within the next few months.

Interactive Traffic Volume Map – For the latest up to date AADT refer to this [link](#).

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554

Telephone: (919) 707-0900
Fax: (919) 733-9794
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

Travel Information (TIMS):

1. Wilmington Bypass Both Directions: Lane closed. The North Carolina Department of Transportation is installing Communications Cable and Conduit on I-140 in Brunswick and New Hanover Counties. Lane closures will be restricted to Monday 9:00 a.m. to Friday 4:00 p.m. to minimize traffic delays during the week. Lane closures may also occur on the weekend. Intermittent lane closures to occur until May 31, 2018.
2. US-421: Lanes closed due to bridge construction from 10/31/2018 – 1/31/2020. There is a detour.
3. US-74 (Martin Luther King Jr Parkway): Lane Closed due to bridge expansion joint replacements and goal seals on bridges on MLK Jr. Parkway.

Old Business:

Performance Measures – Summary of pending items and deadlines:

1. PM2 and PM3 targets (pavement, bridge, and system performance):
 - Per CFR450.324(f)(3), the MTP has to contain a description of the performance measures and the targets used.
2. MPO's are required to amend their TIP by updating language within it.
3. Data sharing agreements.
 - Recommend executing agreement as soon as possible.
4. NCDOT submitted the required yearly safety (PM1) targets on August 31, 2018.
 - MPO's have 180 days to support NCDOT's targets or establish their own (Feb 27, 2019).
 - Safety targets are a yearly process.
 - MTP needs to be updated to include these targets.

The jointly written provisions (which are noted in the draft data-sharing agreements) to address FTA's Transit Assessment Management/State of Good Repair (TAM/SGR) performance measures must be completed by October 1, 2018. As information on transit asset conditions as reported by providers of public transportation to the National Transit Database (NTD) will not be available until October 2019, they will need to provide this information directly to their MPO. For additional TAM/SGR information, please see FTA's TAM webpage.

CTP Study Requests – CTP Study Requests were accepted in Spring of 2018. Studies have been prioritized and assigned based on available resources, mainly as new work plans began in June 2018. Other assignments may occur later as additional resources become available.

Statewide Plan: The N.C. Department of Transportation is conducting an update to its long-range transportation plan to guide North Carolina's future transportation policies and investments. NC Moves 2050 is a plan that will provide a 30-year transportation vision and implementation plan for the state. Changing demographic and economic trends across

urban and rural regions of the state, along with anticipated changes in technology, weather, tourism, and funding sources make now an opportune time to produce a bold, forward looking transportation plan to guide investment policy and system performance that will be more reactive to the dynamic change on the horizon.

The engagement of the stakeholders and public is critical during this initial stage of the planning process. To capture thoughts and ideas about the state's biggest challenges for the future, North Carolina residents are encouraged to provide input through our [survey](#) through November 30th. The survey can be found at <https://publicinput.com/ncmoves>. This survey focuses capturing public input about the challenges for our state and the future of our transportation system. Responses will help to inform the vision and goals for NC's transportation plan. We will also have our kickoff stakeholder meetings in Kinston on 10/24/18, Raleigh on 10/29/18, and Charlotte on 10/30/18. We have invited a representative from each MPO, RPO, State Agencies, and State Advocacy Groups across North Carolina.

Training: A recording of the 2017 MPO/RPO Ethics training webinar can be viewed at the following location: <https://livestream.com/NC-DOT/events/7161243>

Corridor Studies: TPD has recently made the decision to temporarily pause the development of the STC Master Plans in order to reevaluate the scope and deliverables to make it a more useful and effective end product. A work group of internal and external partners to help reexamine this effort is currently being formed.

Wilmington CTP – With the model update, WMPO has also asked TPD to start on the Wilmington CTP update. We have yet to develop a schedule for this CTP and start – but once the Wilmington Model is fully completed, TPD will develop a schedule.

RPO Program Reviews: FHWA submitted their findings and recommendations for improvement to NCDOT. TPD has developed an action plan to address the recommendations. FHWA, NCDOT and the RPO Administrative Documents Committee will collaborate on the implementation of resulting changes.

CMAQ: Applications for funding in FFY 2019 were due by March 15, 2018.

Traffic Forecast: The Traffic Forecast shapefile is under development (ArcGIS Online).

HERE Data: HERE Data is available for use for NCDOT business purposes, subsequently being available for RPO use. Data available for travel times and speed measures across the state. Program available at: <https://pda.ritis.org/suite>

FHWA News: Functional Classification - FHWA has an interactive map that shows the Federal highway system, freight network, fatal crashes, MPO information, and demographic maps at the county level.

Build NC: Governor Roy Cooper on Wednesday June 20, 2018 - signed into law the Build NC Bond Act of 2018, a new financing tool sought by his administration to help expedite critical highway projects. Build NC is a financing tool similar to Garvee bonds and is an

important way to move critical projects forward. It is important to note that it is not new revenue, but borrowing authority to implement projects sooner. The focus is for projects in the regional and Division tiers.

CTP 2.0: TPD leadership is reviewing elements for CTP 2.0 and coordinating with the CTP 2.0 steering committee as we prepare for implementation of improved maps, classifications, analysis, plan documentation, and changes to the process for developing CTPs in NC. (A CTP Steering Committee meeting was held June 18, 2018.) Improving the CTPs for NCDOT and local partners has proven to be a complex process with many benefits and “ripple effects” as we move future proposals into project implementation.