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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: April 22, 2021
SUBJECT: April 28th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, April 28, 2021 at 3 pm. The meeting will be held at the Wilmington Convention Center located at 10 Convention Center Drive in downtown Wilmington. Due to COVID-19, the meeting is being conducted remotely. PLEASE NOTE: This will be a remote meeting conducted pursuant to Section 4.31 of S.L. 2020-3, SB 704.

The remote meeting will be simultaneously streamed live online so that simultaneous live audio, and video, if any, of the meeting is available to the public at the following URL:

<https://us02web.zoom.us/j/84473134304>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646-876-9923. And when prompted, enter:
Meeting ID#: 844 7313 4304

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on April 27, 2021 by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Presentation
 - a. "Be A Looker" Campaign- Nick Cannon, WMPO
 - b. Proclamation- "May as Bike Month" (pg. 3)

Wilmington Urban Area Metropolitan Planning Organization

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- c. Belville 2030 Plan- Adrienne Harrington, Smart Moves Consulting
 - 7) Consent Agenda
 - a. Approval of Board Meeting Minutes from March 31, 2021 (pg. 4-12)
 - b. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-3 (pg. 13-14)
 - 8) Regular Agenda
 - a. Resolution adopting Cape Fear Change in Motion 2020 (pg. 15-17)
 - 9) Discussion
 - a. COVID-19 Direct Attributable Funding Allocation (pg. 18-32)
 - b. Prioritization 6.0 Local Input Methodology (pg. 33-49)
 - c. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-4 (pg. 50-51)
 - d. River to Sea Ride
 - e. MPO Board Meetings (In Person)
 - 10) Updates
 - a. Wilmington Urban Area MPO (pg. 52-59)
 - b. Cape Fear Public Transportation Authority (pg. 60-61)
 - c. NCDOT Division (pg. 62-65)
 - d. NCDOT Transportation Planning Division (pg. 66-67)
 - 11) Announcements
 - a. Go Coast TDM Committee Meeting- May 20, 2021
 - 12) Next meeting – May 26, 2021

Attachments

- Proclamation- “May as Bike Month”
- MPO Board Meeting Minutes- March 31, 2021
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications 21-3
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-3
- <https://www.gocoastnc.org/cape-fear-change-in-motion-2020/>
- Cape Fear Change in Motion 2020 TDM Plan Memorandum
- Resolution adopting Cape Fear Change in Motion 2020
- Highway Infrastructure Programs – Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIPCRRSAA) Implementation Guidance
- COVID-19 Direct Attributable Funding Proposal Memorandum
- Proposed Prioritization 6.0 Local Input Methodology
- Prioritization 6.0 Local Input Methodology Presentation Materials
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-4
- Wilmington Urban Area MPO Project Update (April)
- Cape Fear Public Transportation Authority Update (April)
- NCDOT Division Project Update (April)
- NCDOT Transportation Planning Division Project Update (April)



PROCLAMATION

Naming May 2021 as Bike Month

WHEREAS, the month of May is National Bike Month, May 17-23, 2021 is National Bike to Work Week, and Friday, May 21, 2021 is National Bike to Work Day as designated by the League of American Bicyclists; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to the promotion of safe and convenient bicycling for both transportation and recreation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to promoting the safe use of bicycles on streets and trails throughout the region, through its long-range planning efforts, and support for local projects like the Gary Shell Cross City Trail, the Carolina Beach Greenway, the Village Road Multi-Use Path, and Belville Multi-Use Path, and many others; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has promoted bicycle safety awareness and education through the “Be A Looker” campaign and involvement in the Watch for Me NC safety program; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, through the Go Coast Program, is committed to alleviating traffic congestion by providing choices in transportation infrastructure and ensuring a clean and healthy environment.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization Board proclaims that May is Bike Month and will continue to promote safe cycling opportunities for the citizens of the Wilmington Urban Area.

David Piepmeyer, Chair



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

MPO Board Remote Meeting Minutes Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C. Wednesday, March 31, 2021

Members Present

David Piepmeyer, Pender County
Hank Miller, Town of Wrightsville Beach
Brenda Bozeman, Town of Leland
Charlie Rivenbark, City of Wilmington
Deb Hays, Cape Fear Public Transportation Authority
Mike Allen, Town of Belville
LeAnn Pierce, Town of Carolina Beach
John Ellen, Town of Kure Beach
Jonathan Barfield, Jr., New Hanover County
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa
Landon Zimmer, NC Board of Transportation

Others Present

Mike Kozlosky, Executive Director, WMPO
Abby Lorenzo, Deputy Director, WMPO
Trevor Stewart, GIS Analyst, WMPO
Nick Cannon, Go Coast TDM Program Coordinator, WMPO
Scott A. James, Transportation Planning Engineer, WMPO
Regina Hopkins, Senior Accountant, WMPO
Chad Kimes, NCDOT Division Engineer
Megan Matheny, Deputy Director, Wave Transit
Stephanie Ayers, NC State Ports Authority

1) Call to Order

Chairman David Piepmeyer called the remote meeting to order at 3:01 p.m.

Mr. Kozlosky took the roll call pursuant to Section 4.31 of S.L. 2020-3, SB 704. A quorum was present as follows:

Present: David Piepmeyer, Hank Miller, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Jonathan Barfield, Frank Williams, Eulis Willis and Landon Zimmer.

Absent: Neil Anderson.

2) Conflict of Interest Statement

Chairman Piepmeyer read the conflict of interest statement and asked if any member has 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 no excused absences from this meeting were requested.

4) Approval of the Agenda

Mr. Ellen made a motion to approve the meeting agenda as presented. Mr. Rivenbark seconded the motion and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Hank Miller, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Jonathan Barfield, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None.

Absent: Neil Anderson.

5) Public Comment Period

Mr. Kozlosky stated that a public comment was received from Cynthia Simpson in the form of a voice mail message as follows:

Hello, my name is Cynthia Simpson and I live at 130 Hooker Road and I'm calling as a comment to your planning organization meeting to be held tomorrow at 3:00PM. For approximately 14 years, I have expressed concern to all parts of the city and the planning organization regarding speeding and racing, reckless driving in my neighborhood. And [as recent as] three days ago, someone posted in the NextDoor application about traffic in College Acres and the speeding. Other people posted that they have called the police and had meetings at a house at the corner of Mallard, Rose and Hooker. It doesn't really matter which street it is. In response to that, Masonboro Sound and many other areas Culloden, Bayshore Estates, and, of course, this is East Wind, Piney Acres and College Acres. And I have a daughter with an intellectual disability, and I have begged the city to make our streets safer. In April of 2014, the City Council approved and funded a path to be built on the street to at least save pedestrians and cyclists. But the last we heard is that it's being redesigned, possibly moved to the other side of the street with a crosswalk where no driver making either a left turn or right turn could see someone crossing Hooker Road to get to the bus stop. If there is a vehicle in the intersection waiting to turn on to Wrightsville Avenue, someone making a left turn onto Hooker Road, could not see the pedestrian and certainly someone coming from the right... I watched someone make that right turn at a high rate of speed. She was laughing and talking to her passenger and never looked around the corner. So, we have so many concerns and we, for my family, we wish you would take all of that into consideration. 910-632-5022. Thank you very much for allowing me to make this call.

Mr. Ellen said he and his wife travel on Hooker Road every Thursday morning delivering meals to elderly shut-ins in Wilmington. He noted that although several 25 mph speed limit signs are posted, traffic signs will not prevent people from going faster or from distracted driving. However, the city and the residents are attempting to control the speed limit.

6) Presentation

a. Go Coast Change in Motion 2020 TDM Plan - Nick Cannon, WMPO

Mr. Kozlosky noted that this presentation is for information purposes only and staff will bring the plan back for the Board to consider at its next meeting.

TDM Coordinator Nick Cannon gave brief overview of the short-range Transportation Demand Management (TDM) plan, Cape Fear Change in Motion 2020. He described the plan as one that identifies strategies to mitigate traffic congestion and diversify modes within the region, which can be implemented in the next one to five years. He added that the overall goal of the plan is to reduce vehicle miles traveled by 10%. He read the plan's mission statement, as follows:

To provide area residents with the resources and offer motivation to choose healthy, sustainable, and effective multi-modal transportation to reduce stress on the road network and increase alternative means of mobility.

Mr. Cannon stated that the Go Coast Committee reviewed the TDM element and survey responses from the long-range Metropolitan Transportation Plan (MTP) to develop a public survey for the short-range TDM plan. He added that a 30-day public comment period was held prior to the committee prioritizing the strategies.

Mr. Cannon displayed some of the comments from the survey and encouraged Board members to review them. Chairman Piepmeyer pointed out that the 85% for single occupancy vehicles for trips drew his attention.

Mr. Cannon responded that the statistic is not surprising. He pointed out that 60% would prefer to drive their cars less often.

In response to an inquiry by Mr. Rivenbark, Chairman Piepmeyer commented that the statistic confirms his perception vehicle use in the surrounding area and the state, which is nothing like Europe or other countries.

Mr. Cannon gave an overview of the seven resulting strategies of the plan, as follows:

1. Alternative work schedules – education, outreach, and promotion to area employers
2. Bike share program – identification of points of interest for connection through bike share

In response to an inquiry by Chairman Piepmeyer, Mr. Cannon stated that UNCW has suspended its bike share due to COVID-19; but discussions are underway to reinstate the program.

Chairman Piepmeyer requested some statistics from UNCW's program to better understand how it has been received. Mr. Cannon said he would provide them and continued with his presentation.

3. Carpooling and vanpooling – promoting Share the Ride NC and park-and-ride lots
4. Consulting for telecommuting opportunities – providing free service to Go Coast program members first and later to other employers throughout the region
5. Fostering a bicycle and pedestrian friendly culture – continuing programs such as "Be A Looker," Watch For Me NC, NC Vision Zero and bike-oriented events
6. TDM-focused collaboration – through coordination with standing committees, transportation partners, and planning staffs of member jurisdictions
7. Personalized commuter plans – offering catered TDM transportation plans to anyone living or working within the MPO planning boundary

Mr. Cannon said that to assess the feasibility and success of the strategies, the committee developed a scorecard that considers ease of implementation, cost, existing conditions, demand, impact on traffic, and impact on Multi-Modal Transportation (MMT). Additionally, work plans were provided to give actionable and measurable goals to guide to the success of each strategy. He added that the plan will be presented to the MPO Board for consideration next month and can be presented to member jurisdictions after its adoption.

Chairman Piepmeyer requested that any changes to the plan since the last adoption be highlighted and summarized for Board members. Mr. Kozlosky responded that staff would do so.

Mr. Barfield commented that the pandemic has been a trifecta for illustrating TDM in action with telecommuting and decreased traffic.

Chairman Piepmeyer expressed appreciation for Mr. Cannon's concise presentation.

7) Consent Agenda

- a. Approval of Board Meeting Minutes from February 24, 2021
- b. Resolution approving the 2020-2029 STIP/MPO TIP Amendment 21-1
- c. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-2
- d. Resolution approving the FY 22 Section 5310 Grant Awards
- e. Resolution approving the FY 22 Unified Planning Work Program
- f. Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process
- g. Resolution supporting the allocation of additional Direct Attributable Funds to the North Carolina Department of Transportation for the US 421/Lake Park Drive and Hamlet Avenue Traffic Signal
- h. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendment 21-2

Mr. Barfield made a motion to approve the Consent Agenda, Items 7a through 7h. Ms. Bozeman seconded the motion and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Hank Miller, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Jonathan Barfield, Frank Williams, Eulis Willis and Landon Zimmer.

Nays: None. **Absent:** Neil Anderson.

8) Regular Agenda

- a. Resolution approving the Allocation of Surface Transportation Block Grant-Direct Attributable Funds to New Hanover County for the Middle Sound Connector, Cape Fear Public Transportation Authority for the Automated Passenger Counters, and NC State Ports for North Gate Feasibility Study

Transportation Planning Engineer Scott A. James gave a brief presentation on the proposed allocation of Surface Transportation Block Grant-Direct Attributable (STBG-DA) funds. He noted that in November of 2020, the MPO issued a call for projects in response to the one-year extension of the FAST Act. As a result of the call, three applications were received:

1. New Hanover County – Middle Sound Loop and Porters Neck Walmart Connector Construction. Requesting from the MPO \$553,472.
2. Cape Fear Public Transportation Authority/Wave Transit – Install automatic passenger counter technology. Requesting from the MPO \$160,000.
3. NC Ports Authority – Partially fund a feasibility study for a connection to the north gate access. Requesting from the MPO \$250,000.

Chairman Piepmeyer expressed concerns that Wave would not know how many passengers it serves and analyze this data on a regular basis.

Mr. Kozlosky acknowledged the presence of Megan Matheny, Deputy Director, Wave Transit, to provide clarification regarding the request to fund automatic passenger counters.

Ms. Matheny clarified that the current on-board fare box technology captures trips to the increment of one minute. Although Wave Transit captures and analyzes a multitude of data points, the current technology doesn't capture staff level, on and off boarding data at a particular stop. She noted that the new technology is more reliable and has the capability of capturing boarding data to better align stop locations to increase efficiencies within routing. She explained that the new technology won't

inform where routes will go, but how they operate by realigning or condensing stops to better serve existing customers.

Chairman Piepmeyer expressed appreciation that no operating funds were requested.

Mr. Kozlosky acknowledged that Stephanie Ayers, Director, Planning & Development at North Carolina State Ports Authority, is also available to answer questions regarding the request by the NC State Ports Authority.

There being no additional questions or comments, Mr. Barfield made a motion to approve the allocation of STBGP-DA funds. Ms. Hays seconded the motion, and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Hank Miller, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Jonathan Barfield, Frank Williams, Eulis Willis and Landon Zimmer.

Nays: None. **Absent:** Neil Anderson.

9) Discussion

a. COVID-19 Direct Attributable Funding Allocation

Mr. Kozlosky stated that this discussion item relates to the COVID-19 Direct Attributable Funding Allocation that the MPO received as part of the COVID-2 legislation of which the MPO was allocated \$1,333,045. He noted that these funds must be obligated by September 30, 2024. He added that the funds are identified in the legislation as 100% payable. He reminded Board members that the current MPO programs are 80% reimbursable from the federal share and 20% local reimbursement.

Mr. Kozlosky stated that the Technical Coordinating Committee (TCC) considered the 80/20 cost share versus 100% payable and the TCC recommends that the funds remain 100% payable. If the Board by consensus supports the recommendation, staff proposes to work with the TCC to bring back a call for projects as well as project evaluation criteria to consider prior to any call for projects.

Chairman Piepmeyer expressed concerns regarding having more requests than the available funding. He said he has asked staff to propose a method for prioritizing and making recommendations for how to award or obligate the money.

Mr. Kozlosky stated that hearing no objections staff will assume that 100% payable is acceptable, and staff will return with a proposed call for projects and evaluation criteria for discussion prior to issuing the call.

b. Surface Transportation Legislation (Earmarks)

Mr. Kozlosky stated that the House Transportation and Infrastructure Committee is considering earmarks as part of the new federal transportation reauthorization bill. He noted that Congress has been provided with requirements for the members to submit earmarks. Based on conversations with the City's Legislative Liaison, there are several members who are not going to submit earmarks. However, Congressman Rouzer is willing to consider submitting earmarks for this region.

Mr. Kozlosky commented that there has been a lack of guidance as to whether the earmarks will involve new money or existing money. He noted that he provided some information to Board members last night from NCDOT regarding those definitions. He explained that the Department has concerns that if earmarks are existing money, reprioritization of projects will be necessary in order to accelerate an earmarked project, because DOT is overprogrammed.

Mr. Kozlosky inquired if there was any desire from the Board to submit an earmark. He noted that earmarks are being accepted between tomorrow, April 1st, and April 16th. If the Board desires pursuing earmarks, staff recommends reviewing the U-5710A project, Military Cutoff and Eastwood Road Interchange (Drysdale Drive Extension), which has funding in fiscal year 2022. He asked the Board for guidance regarding any desire to pursue earmarks. He reminded the Board that there are talks at the federal level about an infrastructure bill, which may consider earmarks as well.

Chairman Piepmeyer expressed interest in pursuing earmarks. He cautioned that not all projects would be eligible.

Mr. Kozlosky commented that when considering earmarks, he reflected on the Board's top-five funded priorities (Hampstead Bypass, Independence Boulevard Extension, the interchange at Market Street, Eastwood Road and the Martin Luther King Jr. Parkway, the interchange at Kerr Avenue and the Martin Luther King Jr. Parkway, and the interchange at Military Cutoff and Eastwood Road). He noted that in order to be eligible for earmarking, a project would need a federal environmental document. He noted that the Hampstead Bypass project has a state document and is ineligible. He added that if the Board desires, staff would recommend the U-5710A project.

Mr. Barfield commented that in the words of Mayor Bill Saffo, "It's a sorry frog that can't croak in its own pond." Meaning, it's important to pursue dollars for projects. He made a motion to support the process to earmark it.

Chairman Piepmeyer expressed concerns regarding DOT's project load, and the negative impact to the other projects in the schedule. He concurred with Mr. Barfield about pursuing available funds.

Ms. Hays agreed with Mr. Barfield. She commented that when she discussed earmarks with Congressman Rouzer, she was unaware of any negative connotations.

Mr. Kozlosky clarified that the MPO has not had discussion with the Congressman's office, only the City's Legislative Liaison has. He noted that the MPO's conversations have been with the North Carolina Department of Transportation, which have a basis of prior experience with earmarks, such as the City's earmark for Randall Parkway, which created some challenges, and the multi-modal center, which was not used or was transferred to another project. The Department is concerned that these earmarks are existing money coming to the state that, overprogrammed, would necessitate a reprioritization exercise similar to the one in August or September of last year, and would delay some projects to accelerate another.

Chairman Piepmeyer pointed out that earmarks with existing money would only help specific projects and not the entire program.

Ms. Hays expressed appreciation and inquired about stopping the process if found to be detrimental.

Mr. Kozlosky commented that that the MPO would be best served by considering U-5710A, the interchange at Military Cutoff and Eastwood Road, specifically the A-section, the Drysdale Drive Extension, which is programmed in fiscal year 2022. He noted that if it's new money, and typically an earmark is only for a portion of the cost of the project, the MPO would request that it be placed on U-5710A, which would free up money for other projects. If the money is existing, choosing a project programmed in fiscal year 2022 could avoid reprioritization of the STIP and MPO TIP. So, this project would meet the needs, whether the earmark is existing money or new money.

Chairman Piepmeyer expressed appreciation to Mr. Kozlosky for recommending a plausible and thoughtful solution to a complex issue. He also encouraged members to consider how the MPO would best be served in the event of an infrastructure bill.

Mr. Barfield made a motion to approve the earmark recommendation of staff unless it proves to be detrimental, in which case the money would be refused.

Chairman Piepmeyer seconded the motion and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Hank Miller, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Jonathan Barfield, Frank Williams, Eulis Willis and Landon Zimmer.

Nays: None. **Absent:** Neil Anderson.

c. 2021 River to Sea Ride

Mr. Cannon reminded the Board members that the 2020 River to Sea Bike Ride event was canceled due to COVID-19. He noted that during initial planning of the 2021 event, the Bicycle and Pedestrian Advisory Committee recommended postponing the event from this May until fall, in anticipation of being able to have mass gatherings at that point in time.

Chairman Piepmeyer spoke in favor of the decision to delay the event until fall.

Mr. Ellen stated that the Tour de Blueberry is happening in Burgaw, NC, on June 19th. He noted that it will consist of three programs: a virtual ride, a limited live ride (20 kilometers, 50 kilometers or 100 kilometers/62 miles), and a fun run/walk. He added that the first week of October is the Mountains to the Coast event, six days at 60-70 miles a day, which ends at Topsail Beach, NC.

d. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-3

Mr. Kozlosky stated that this item is for information purposes only and would be brought back for Board consideration at a future meeting.

10) Updates

- a. Wilmington Urban Area MPO**
- b. Cape Fear Public Transportation Authority**
- c. NCDOT Division**
- d. NCDOT Transportation Planning Division**

Mr. Kozlosky stated that the updates are included in the agenda packet. He also gave an update on a concern expressed by Board members regarding parking at the building at 525 N. 4th Street. He noted that he contacted President Jim Morton at Cape Fear Community College (CFCC), and has had conversations with Lyn Sylvia, who manages parking for CFCC. Based on conversations with President Morton and Ms. Sylvia, there is an opportunity and ability to work together to provide parking at the deck adjacent to the Wilson Center. He added that college is currently in the process of retrofitting the entrance and exit gates of the parking deck, which are owned and operated by CFCC. He noted that staff will address the details of parking at the CFCC deck closer to the opening of the facility in May of 2022.

Chairman Piepmeyer expressed appreciation to Mr. Kozlosky.

Mr. Kozlosky stated that regarding the strategic plan, staff has met with the consultant, Fountainworks, and anticipates conducting planning sessions with the Board during its May and June meetings.

Chairman Piepmeyer stated that he has requested an update and annual report from NCDOT, perhaps in July, and NCDOT Division Engineer Chad Kimes has agreed to it. In addition, he requested that Wave Transit also provide an update to the MPO Board later this year. He commented that Wave is an important part of the transportation system for the region.

Ms. Matheny responded that she welcomes the opportunity to provide an update and will work with Mr. Kozlosky to do so.

Mr. Kozlosky stated that as a follow-up to the agenda review, the MPO has also contacted Wave, ILM (Wilmington International Airport), the North Carolina Rail Division, and the North Carolina Ferry Division to calendar presentations to the Board and has requested this report on an annual basis.

Chairman Piepmeyer pointed out the importance of periodic updates for the Board to make informed decisions, to report back to member jurisdictions, and to answer questions of constituents.

Mr. Kozlosky reported that NCDOT has restarted the Independence Boulevard Project as well as the Military Cutoff/Eastwood Road Interchange Project. He noted that also included in the agenda packet with the NCDOT Update, are projects greenlighted and which phase of the projects have been greenlighted to move forward.

Lastly, Mr. Kozlosky stated that yesterday, Senator Lee filed Senate Bill 398 to restore the protections provided in the Map Act for the MPO and the City of Wilmington. He noted that staff worked closely with Senator Lee on the development of the Bill and worked with the City of Wilmington on the incorporation into the Bill of language they desired. He added that he spoke with Senator Lee this morning and expressed appreciation. He encouraged Board members to express appreciation to Senator Lee as well. He added that he will continue to provide updates once the Bill starts moving in the General Assembly. He reminded Board members that this has been a high priority on the legislative agenda adopted by the Board since the Map Act was repealed in 2019. He reiterated that the Bill has been filed to reinstate protections and commented that he is grateful to Senator Lee.

11) Announcements

- a. Bike/Pedestrian Committee Meeting – April 13, 2021**
- b. NC Ethics Forms - Due April 15, 2021**

Chairman Piepmeyer commented that he mailed his NC Ethics Forms. He encouraged members to submit their forms by the deadline.

Mr. Ellen said he encountered difficulty in completing the second form online, specifically the pull-down menu answering the question, "Are you running for office?" Even with support from the North Carolina State Ethics Office, he was unsuccessful in completing the question regarding state office candidacy and recommended that paper forms be submitted instead.

12) Adjournment

Next MPO Board meeting – April 28, 2021

Mr. Rivenbark wished everyone a happy Easter.

Mr. Ellen made a motion to adjourn the meeting, seconded by Mr. Rivenbark. The motion to adjourn carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Hank Miller, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Jonathan Barfield, Frank Williams, Eulis Willis and Landon Zimmer. **Nays:** None.

Absent: Neil Anderson

The meeting was adjourned at 4:07 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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

STIP/MPO TIP Modification #21-3
(March 2021)

13

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-3 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-3.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-3.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on April 28, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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MEMORANDUM

To: MPO Board Members
From: Nick Cannon, Transportation Demand Management Coordinator
Date: April 7, 2021
Subject: Summary of Changes to Short-Range TDM Plan

The intent of the Short-Range Transportation Demand Management Plan is to recommend, support, and implement expansion of transportation options in the Wilmington Urban Area, and essentially, to alter the perception of transportation from driving a personal vehicle to also include the myriad of transportation choices that are currently available in the region. The plan outlines viable strategies to mitigate traffic and reduce stress on the roadway network that can be implemented in one to five years.

The first Short-Range Transportation Demand Management Plan for the WMPO Area was created in 2015. *Work Cape Fear: Expanding Commuter Options in the Cape Fear Region* identified fourteen strategies that focused on equipping and enabling employers and employees with tools to increase ease of commuting to and from work and expand mobility options within the workplace. The 2015 plan focused strictly on how to reduce vehicle miles traveled by the average commuter.

The process to update this plan began with the Go Coast Committee's evaluation of the TDM element of the long-range plan update *Cape Fear Moving Forward 2045* which includes short, medium, and long-range TDM strategies for the WMPO region. The Go Coast Committee developed goals and a mission statement for *Cape Fear Change in Motion 2020* and reviewed public survey responses from the public outreach period of *Cape Fear Moving Forward 2045*. Go Coast released an additional public survey that prompted respondents to provide their preference on how alternative transportation can be used in the future and what strategies should be prioritized by Go Coast over the next five years. Over 250 individuals completed the 28-question survey. These responses were used to identify seven strategies to reduce Vehicle Miles Traveled (VMT) in the region over the next five years. Each strategy was then given a score between one and three in the categories of ease of implementation, cost, existing conditions, demand, impact on VMT, and impact on traffic. Strategies that received an 11 or higher were deemed primary, while strategies receiving a score below 11 were deemed secondary.

Wilmington Urban Area Metropolitan Planning Organization

Cape Fear Change in Motion 2020 identifies seven strategies to decrease VMT by 10% over the next five years. This plan update broadens its goals to increase multimodal travel for trips of every type by incorporating a variety of strategies that can be used by regional employers and organizations as well as individuals in day-to-day life. Some of the same strategies recommended in the previous plan remained and were amended to service the entire population and given new goals and objectives for evaluation. *Cape Fear Change in Motion 2020* outlines strategies that can be incorporated by organizations *and* individuals in the WMPO Area to expand the use of alternative transportation in the region.

The table below depicts *Work Cape Fear: Expanding Commuter Options in the Cape Fear Region*'s fourteen identified strategies compared to *Cape Fear Change in Motion 2020*'s seven strategies.

<i>Work Cape Fear: Expanding Commuter Options in the Cape Fear Region (2015)</i>	<i>Cape Fear Change in Motion 2020</i>
Alternative Work Schedules	Alternative Work Schedules
Development Review	Bike Share Program
Full Time TDM Staff	Carpool and Vanpool
Park & Ride Lots	Consulting for Telecommuting
Bike/Ped Infrastructure	Fostering a Bicycle and Pedestrian Friendly Culture
Campus Car Share	Improved TDM-Focused Collaboration
Employer Transit Coordinator	Personalized Commuter Plans
Commuter Transit Routes	
Campus Bike Share Program	
Consulting Services for Telecommuting	
Employer Shuttle	
Transportation Management Districts	
Carpool and Vanpool	
Transit Amenities	

An additional expansion from the 2015 plan is that each strategy included in *Cape Fear Change in Motion 2020* has been given a work plan and scorecard to implement and monitor the strategy's success. These strategic work plans and implementation scorecards incorporate approaches that highly encourage, but do not solely depend on, participation from area employers and their employees. Instead, these tactics outlined reach beyond just employee commuting trips to encourage and enable WMPO Area residents to explore and adopt multimodal travel in their everyday lives.

The full *Cape Fear Change in Motion 2020* plan and appendix can be found at www.gocoastnc.org.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING *CAPE FEAR CHANGE IN MOTION 2020*

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 N.C. Board of Transportation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Demand Management program, also known as Go Coast, exists to increase the use of multimodal travel in the region through encouraging and enabling area residents to utilize alternative transportation to diversify mode use and alleviate stress on the current roadway network; and

WHEREAS, Go Coast has developed an update to the Short-Range Transportation Demand Management Plan entitled *Cape Fear Change in Motion 2020* to strategically guide Go Coast program initiatives for the next five years; and

WHEREAS, the *Cape Fear Change in Motion 2020* plan outlines seven strategies that may be implemented to decrease vehicle miles traveled in the Wilmington Urban Area MPO region through the use of these strategies; and

WHEREAS, the overarching goal of Cape Fear Change in Motion 2020 plan is to reduce Vehicle Miles Traveled (VMT) by 10% between 2021 and 2025; and

WHEREAS, the *Cape Fear Change in Motion 2020* plan was developed by the Wilmington Urban Area Metropolitan Planning Organization's Go Coast Committee in coordination with the TDM Coordinator, local municipal and county staff, service organizations, subject matter experts, and the general public; and

WHEREAS, public comments were solicited during an initial public outreach before the plan was written and a second, thirty-day public comment period was held to receive comments on the draft plan; and

WHEREAS, the final plan was approved by the Go Coast Committee on February 18, 2021.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the *Cape Fear Change in Motion 2020* plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on April 28, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Memorandum

Subject: **INFORMATION:** Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) Implementation Guidance Date: February 24, 2021

From: /s/ original signed by Reply to Attn. of:
HISM-10

Hari Kalla
Associate Administrator
Office of Infrastructure

Brian R. Bezio
Chief Financial Officer

To: Division Administrators
Directors of Field Services

The attached implementation guidance provides information to Federal-aid Division Offices, State transportation agencies, local governments, and grantee recipients, on Highway Infrastructure Program funding appropriated by title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, division M, Public Law 116-260, as it relates to funding, Federal share, eligibility, and other requirements.

If there are questions, please contact David Bartz at (512) 417-5191 or by e-mail at David.Bartz@dot.gov, or contact Christopher Newman at (202) 366-4652 or Christopher.Newman@dot.gov, of the Office of Stewardship, Oversight and Management (HISM-10).

If there are questions concerning financial management and Fiscal Management Information System project agreements, please contact Tony DeSimone at (317) 226-5307 or by e-mail at Anthony.DeSimone@dot.gov, of the Office of Financial and Management Programs (HCFB-31).

Attachment

Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)

Implementation Guidance (February 24, 2021)

Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$9,840,057,332 shall be set aside and apportioned for activities eligible under section 133(b) of title 23, United States Code (U.S.C.) (Section III.A.). Such funds may also be used for Special Authority purposes (referred to in this document as “Special Authority”) (Section III.B.) or may be transferred to public tolling agencies or a ferry system that provides a public transportation benefit (Section III.C.), as described in this guidance. This guidance addresses only the funding provided to the States and refers to these funds as HIP-CRRSAA funds. The purpose of this guidance is to provide information on the HIP-CRRSAA as it relates to funding, Federal share, eligibility, and other requirements.

The remainder of the funding is set aside for other activities that are not the subject of this guidance. This includes \$114,568,862 set aside for activities eligible under the Tribal Transportation Program as described in 23 U.S.C. 202; \$35,845,307 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C)(iii); and \$9,528,499 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6).

I. General

- A. Program Purpose:** The purpose of the HIP-CRRSAA is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. The non-traditional cost categories eligible under the HIP-CRRSAA appropriation and discussed below (Sections III.B. and III.C.) are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective).
- B. Appropriation of Funds:** The HIP heading in the CRRSAA appropriates \$10,000,000,000 from the General Fund of the Treasury for fiscal year (FY) 2021. Of this funding, \$9,840,057,332 is available for activities eligible under 23 U.S.C. 133(b), and other eligible uses described in that heading and discussed in detail below. As allowed under the HIP-CRRSAA, FHWA proportionally applied an administrative takedown to fund the oversight of activities carried out with these funds. After the \$9,840,057 administrative takedown, a total of \$9,830,217,275 was apportioned to the States on January 15, 2021 by Federal Highway Administration (FHWA) Notice N4510.851. These HIP-CRRSAA funds are in addition to any other funds, including contract authority, provided in FY 2021.
- C. Obligation Authority:** As a general fund appropriation, HIP-CRRSAA funding is not subject to any obligation limitation that applies to Federal-aid contract authority.

Specifically, the amounts made available shall not be subject to any limitations on obligations for Federal-aid highways or highway safety construction programs set forth in any Act.

- D. Period of Availability for Obligation and Expenditure:** HIP-CRRSAA funds remain available for obligation through September 30, 2024. Any such amounts not obligated on or before September 30, 2024, shall lapse. Once the period for obligation has expired, these funds will only remain available for adjusting and liquidating obligations as authorized in accordance with 31 U.S.C. 1553. Obligated HIP-CRRSAA balances are available for expenses properly charged to the account and incurred until September 30, 2029. After that date, any unexpended balances of obligated HIP-CRRSAA funds shall be cancelled in accordance with 31 U.S.C. 1552 and shall no longer be available for obligation or expenditure.
- E. Federal Share:** The Federal share payable with HIP-CRRSAA funds shall be, at the option of the State, up to 100%. HIP-CRRSAA funds may not be used as the non-Federal match for other Federal programs unless there is specific statutory authority (2 CFR 200.306(b)(5)). HIP-CRRSAA does not provide authority for use of HIP-CRRSAA funds as a non-Federal match for other Federal programs, including Federal-aid programs under title 23, United States Code. In general, financing proposals that result in only minimal amounts of HIP-CRRSAA funds in projects should be avoided unless they are based on sound project management decisions (23 CFR 630.106(g)).
- F. Applicability of Title 23 and Other Statutory Requirements:** Except as otherwise provided, the applicable statutory provisions contained in title 23, U.S.C. are applicable to projects and activities carried out with HIP-CRRSAA funds. Specific requirements that apply to all HIP-CRRSAA apportioned funds include Buy America (23 U.S.C. 313) and the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.).
- G. Fund Administration:** Except as otherwise provided, HIP-CRRSAA funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C. The State, through its Department of Transportation (DOT) in accordance with 23 U.S.C. 302, is the direct recipient of HIP-CRRSAA funds apportioned pursuant to the HIP heading in the CRRSAA and is responsible for administration of these funds. If the State DOT acts as a pass-through entity of Federal assistance, the State DOT maintains the pass-through responsibilities specified in 2 CFR 200.332.
- H. Project Agreement:** Specific Improvement Type Codes are provided for use in the Fiscal Management Information System (FMIS) for the obligation of HIP-CRRSAA funds for Special Authority purposes. See Section III.B. of this guidance.
- I. Disadvantaged Business Enterprises:** Section 1101(b) of Public Law 114-94 (FAST Act), Disadvantaged Business Enterprises, applies to all HIP-CRRSAA apportioned funds.

- J. Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute. (23 CFR 630.110(a)).
- K. Advance Construction:** HIP-CRRSAA funds are available for Advance Construction (AC) “conversion” (obligation and outlay) (23 U.S.C. 115(b)). For expenses to be recognized and eligible for AC “conversion,” the activity / project must have been authorized prior to incurrence of costs, as per 23 CFR 1.9(a) and general grant administration requirements. AC projects must be included in the Statewide Transportation Improvement Program (STIP) (23 U.S.C. 115(c)), except as otherwise provided.
- L. Real Property Rights:** If HIP-CRRSAA funds are used on a facility, the sale, lease, or other disposition of real property rights in the facility must be in accordance with 23 CFR Part 710. If HIP-CRRSAA funds are used to acquire real property, proceeds from the disposition of any interest in the property shall be used for purposes eligible under title 23, U.S.C.

II. Funding Distribution and Transfers

- A. Apportionment to States:** HIP-CRRSAA funds have been apportioned to the States in the same ratio as the distribution of obligation authority under section 120(a)(5) of the Department of Transportation Appropriations Act, 2021, tit. I, div. L., Pub. L. 116-260.
- B. Suballocation to Urbanized Areas with Population Over 200,000:** HIP-CRRSAA funds are suballocated to urbanized areas with a population over 200,000 as described in 23 U.S.C. 133(d)(1)(A)(i) in the ratio that the funds suballocated to such area in FY 2021 bears to the combined amount of funds apportioned to the State under 23 U.S.C. 104(b)(2) for FY 2020 and FY 2021.
- C. Set-Asides:** The CRRSAA makes no further set-aside or suballocations of these HIP-CRRSAA funds.
- D. Transfers:** For those projects more suitably administered by another Federal agency (including flex funding transfers to the Federal Transit Administration), transfers may be made in accordance with FHWA Order 4551.1, dated August 12, 2013, Fund Transfers to Other Agencies and Among Title 23 Programs (<https://www.fhwa.dot.gov/legisregs/directives/orders/45511.cfm>).
- E. HIP-CRRSAA Program Codes:** The FMIS Program Codes for these HIP-CRRSAA funds are:

Program Code	Program Description	CFDA Number
Z970 (Parent)	Highway Infrastructure - COVID Supplemental - 23 U.S.C. 133(b) activities in any area of the State	20.205
Z971 (Child)	Highway Infrastructure - COVID Special Authority - special eligibilities in any area of the State	20.205
Z972 (Parent)	Highway Infrastructure - COVID Supplemental - 23 U.S.C. 133(b) activities in urbanized areas with a population over 200,000	20.205
Z973 (Child)	Highway Infrastructure - COVID Special Authority - special eligibilities in urbanized areas with a population over 200,000	20.205

III. Eligible Activities and Requirements: HIP-CRRSAA funds may be obligated for activities eligible under 23 U.S.C. 133(b). At the discretion of the State, such funds may also be used for HIP-CRRSAA Special Authority purposes (Section III.B.) or may be transferred to public tolling agencies or a ferry system that provides a public transportation benefit (Section III.C.) as provided in HIP-CRRSAA.

Due to the differing application of certain title 23 provisions and planning requirements, it is not anticipated States will pursue obligation of funds under the HIP-CRRSAA Special Authority purposes on projects that could otherwise be funded under the HIP-CRRSAA 23 U.S.C. 133(b) authority or with Federal-aid apportioned funds. If a State is contemplating such an obligation, this should be discussed with the FHWA Division Office, HISM-10, and HCFB-31, so funds management and sound internal controls can be determined.

A. Activities Eligible Under 23 U.S.C. 133(b): This section applies to HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b).

- 1. FMIS Program Codes:** HIP-CRRSAA funds obligated for activities eligible under 23 U.S.C. 133(b) should be obligated with Program Code Z970 (activities in any area of the State) or Z972 (activities in urbanized areas with a population over 200,000).
- 2. Eligible Activities - 23 U.S.C. 133(b):** Additional information on 23 U.S.C. 133(b) eligible activities is located in Section D.1.b. of the Surface Transportation Block Grant Program (STBG) Implementation Guidance (Revised by the FAST Act) issued March 7, 2016 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>).

3. **Location of Projects:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) are subject to 23 U.S.C. 133(c), which specifies that projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except: (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); (2) for a project described in paragraphs (4) through (11) of 23 U.S.C. 133(b); (3) for a project described in 23 U.S.C. 101(a)(29), as in effect on the day before the date of enactment of the FAST Act (December 4, 2015); and (4) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1), allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors, does not apply to HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b).
4. **Applicability of Planning Requirements:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) are subject to 23 U.S.C. 133(d)(5), which requires programming and expenditure of funds for projects to be consistent with sections 134 and 135 of title 23, U.S.C. Such HIP-CRRSAA-funded projects must be identified in the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s), as applicable.
5. **Treatment of Projects:** As required under HIP-CRRSAA, projects for activities eligible under 23 U.S.C. 133(b) shall be subject to the requirements of 23 U.S.C. 133(i) (shall be treated as projects on a Federal-aid highway under chapter 1 of title 23, U.S.C.). Additional information on Treatment of Projects is provided in section J of the STBG Implementation Guidance (Revised by the FAST Act) issued March 7, 2016 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>).
6. **Increased Costs on Existing Federal-aid Projects:** For an existing project that has increased costs and exceeds the estimate in the current project authorization using other apportioned Federal-aid funding, where a State seeks authorization for a modification to obligate HIP-CRRSAA funds under the authority for activities eligible under 23 U.S.C. 133(b) for changes to the authorized project, HIP-CRRSAA funds may be obligated under such authority provided the modification results in additional costs that are above the already committed State/Federal funds for the project (23 CFR 630.110(a)). The added activity must otherwise meet the HIP-CRRSAA requirements, and Federal funds shall not be paid on account of any cost incurred prior to authorization (23 CFR 1.9(a)).
7. **Cost Incurred Prior to Obligation:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)).
8. **Documentation:** An obligation is a definite commitment of the Federal government that creates a legal liability for payment based upon a documented

and binding agreement between a Federal agency and an authorized grant recipient or other legal entity (including another Federal agency). This documentation must support that the obligation is for purposes authorized by law. Section 1501 of title 31, U.S.C., defines the documentary evidence requirements for Federal government obligations. Additional discussion, including record retention, is provided in the Project Funds Management Guide for State Grants Update memo issued May 23, 2018 (<https://www.fhwa.dot.gov/cfo/projfundsmgt.cfm>).

- B. Activities Eligible Under Special Authority:** This section applies to HIP-CRRSAA funds obligated under the Special Authority eligibility for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.
- 1. FMIS Program Codes:** HIP-CRRSAA funds obligated under the HIP-CRRSAA Special Authority eligibility should be obligated with Program Code Z971 (special eligibilities in any area of the State) or Z973 (special eligibilities in urbanized areas with a population over 200,000).
 - 2. Eligible Costs - Special Authority:** The non-traditional cost categories noted above under the HIP-CRRSAA appropriation are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective). Except for States, Tribal governments, Puerto Rico, or territorial governments seeking to use HIP-CRRSAA funds for “coverage for other revenue losses,” or public tolling agencies or a ferry system that provides a public transportation benefit seeking reimbursement for “coverage for other revenue losses of a tolled facility or ferry system” (see Section III.C.), Congress did not require that a State or other non-Federal entity demonstrate (document) a revenue loss to seek reimbursement for the non-traditional cost objectives Congress made eligible under the appropriation. Consistent with 2 CFR 200.405, Special Authority costs statutorily eligible for reimbursement under the HIP-CRRSAA, other than “coverage for other revenue losses,” are eligible for reimbursement whether or not the State or other non-Federal entity experienced a revenue loss. Provided the State or other non-Federal eligible entity incurred a cost for these other identified “Special Authority” cost objective(s) and the State or other non-Federal entity demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403 of the Cost Principles (pertaining to factors affecting allowability of costs under a Federal award). These factors include that costs must be necessary, reasonable, and allocable to the performance of the Federal award, except where otherwise authorized by statute (2 CFR 200.403(a)).
 - 3. Location of Projects:** The location requirements specified in 23 U.S.C. 133(c), do not apply to HIP-CRRSAA Special Authority projects.

4. **Applicability of Planning Requirements:** HIP-CRRSAA Special Authority projects are not required to be included in a metropolitan transportation plan, a long-range statewide transportation plan, a transportation improvement program or a statewide transportation improvement program under sections 134 or 135 of title 23, U.S.C., or chapter 53 of title 49, U.S.C., as applicable. Consistent with this provision, programming and expenditure of HIP-CRRSAA funds for Special Authority purposes are not subject to planning requirements in 23 U.S.C. 134-135 or 23 CFR Part 450 that relate to the development of STIPs and TIPs. When a metropolitan planning organization (MPO) for a transportation management area (TMA) is responsible for selecting projects for HIP-CRRSAA funding in the TMA, the selection is done in consultation with the State and any affected public transportation operator (23 U.S.C. 134(k)(4)(A)). When the State selects National Highway System (NHS) projects for HIP-CRRSAA funding in a TMA, the selection is done in cooperation with the MPO for the TMA (23 U.S.C. 134(k)(4)(B)). When the State selects projects for HIP-CRRSAA funding in any other area of the State, the selection is done in cooperation with the MPO, nonmetropolitan local officials with responsibility for transportation, or Regional Transportation Planning Organization, as applicable (23 U.S.C. 134(j)(5) and 135(g)(6)).
5. **Treatment of Projects:** The treatment of projects requirements, under 23 U.S.C. 133(i), do not apply to HIP-CRRSAA funds if the funds are used for an activity not eligible under 23 U.S.C. 133(b).
6. **Construction:** Construction, as defined in 23 U.S.C. 101(a)(4), completed with HIP-CRRSAA funds is subject to: (1) the maintenance requirements in 23 U.S.C. 116(b); (2) the letting of contracts requirements in 23 U.S.C. 112; and (3) the prevailing rate of wage requirements in 23 U.S.C. 113. Preventive maintenance projects funded with HIP-CRRSAA funds are construction projects because: (a) preventive maintenance is made eligible for Federal assistance under 23 U.S.C. 116(e); (b) preventive maintenance is defined to include pavement preservation programs and activities in 23 U.S.C. 116(a); and (c) the title 23 definition of construction includes preservation (23 U.S.C. 101(a)(4)(B)). Additionally, operations projects funded with HIP-CRRSAA funds are construction projects if they meet the definition of construction in 23 U.S.C. 101(a)(4).
7. **Non-Construction:** Non-construction activities carried out with HIP-CRRSAA funds are not subject to: (1) the maintenance requirements in 23 U.S.C. 116(b), (2) the letting of contracts requirements in 23 U.S.C. 112; or (3) the prevailing rate of wage requirements in 23 U.S.C. 113. Non-construction activities include “non-construction” operations (Section III.B.8.c.), routine maintenance, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.
8. **Eligible Activities:** Examples of the scopes of projects that may be funded under the HIP-CRRSAA Special Authority include, but are not limited to: preventive maintenance on non-Federal-aid highways, routine maintenance on any public

road, State DOT operations costs (not otherwise Federal-aid reimbursed, such as indirect costs), State DOT personnel costs (not otherwise Federal-aid reimbursed, such as indirect costs), debt service payments for highway surface transportation facilities (not otherwise Federal-aid reimbursed), and transit operating costs for local public agencies. Specific eligible activities are listed below.

- a. **Preventive Maintenance:** Preventive Maintenance is discussed in 23 U.S.C. 116(e). Consistent with 23 U.S.C. 116(e), preventive maintenance activities may also be eligible under the HIP-CRRSAA eligibility for activities eligible under 23 U.S.C. 133(b) (discussed in Section III.A.), if the activities meet the requirements discussed in Section III.A. If obligating under the 133(b) authority, as discussed in Section III.A., then obligations should be made using the applicable 23 U.S.C. 133(b) eligibility program codes (Section III.A.1.). HIP-CRRSAA funds obligated for preventive maintenance shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)). *Improvement Type Codes: 60-Highway Infrastructure Preventive Maintenance, 47-Bridge Preservation, or 53-Tunnel Preventive Maintenance (as applicable).*
- b. **Routine Maintenance:** Routine Maintenance is described in the February 25, 2016 memo, Guidance on Highway Preservation and Maintenance (<https://www.fhwa.dot.gov/preservation/memos/160225.cfm>). Routine maintenance is the responsibility of the State under 23 U.S.C. 116(b), is not included in the 23 U.S.C. 101(a)(4) definition of construction, and is, therefore, not subject to title 23 construction requirements. Routine maintenance is an eligible use of funds under the HIP-CRRSAA Special Authority. However, if the routine maintenance activity is performed by contract, States and subrecipients are required to follow 2 CFR 200.317 and 1201.317, respectively. Routine maintenance may also be performed by State or local forces through normal operations. HIP-CRRSAA Special Authority provides for Federal participation in routine maintenance costs incurred prior to the date of project agreement. *Improvement Type Code: 61-Routine Maintenance.*
- c. **Operations:** The HIP-CRRSAA Special Authority provides for direct funding of operations costs. Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of State DOTs or local governments. Except where otherwise authorized by statute, costs must: 1) be consistent with policies and procedures that apply uniformly to both federally financed and other activities of the non-Federal entity, and 2) be accorded consistent treatment. A cost may not be assigned to a Federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost (2 CFR 200.403). Therefore, it is essential that each item of cost incurred for the same purpose be treated consistently in like circumstances, either as a direct or an indirect cost, in order to avoid possible double-charging of Federal awards (2 CFR 200.412).

HIP-CRRSAA Special Authority provides for Federal participation in non-construction operations costs incurred prior to the date of project agreement. HIP-CRRSAA funds obligated for operation projects that meet the definition of construction in 23 U.S.C. 101(a)(4), shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)). *Improvement Type Code: 62-Operations. To facilitate proper tracking, personnel costs should be coded under the Personnel Improvement Type Code (Section III.B.8.d.).*

- d. **Personnel:** This item includes salaries of employees (including those employees who have been placed on administrative leave) or contractors. Also consult the direct / indirect discussion under Operations (Section III.B.8.c). HIP-CRRSAA Special Authority provides for Federal participation in personnel costs incurred prior to the date of project agreement. *Improvement Type Code: 27-Administration.*
- e. **Debt Service Payments:** Section 122 of title 23, U.S.C., makes bond-related costs eligible for Federal reimbursement on any Federal-aid project eligible under title 23, U.S.C. The definition of “construction” in 23 U.S.C. 101 also includes a reference to bond-related costs. The HIP-CRRSAA provides that debt service may be reimbursed notwithstanding any other provision of law. Thus, whether or not the projects financed complied with title 23 or are being reimbursed under 23 U.S.C. 122, such debt service is eligible for reimbursement for highway surface transportation projects. Use of HIP-CRRSAA funds for debt service payments for projects other than highway surface transportation projects would be inconsistent with the purpose of the appropriation, which provides funds for “Highway Infrastructure Programs.” See 31 U.S.C. 1301(a). Where a State bond issuance funds both highway surface transportation and non-highway surface transportation projects, HIP-CRRSAA funds may only participate in the debt service costs allocable to the highway surface transportation projects associated with the bond issuance. HIP-CRRSAA Special Authority provides for Federal participation in debt service payment costs incurred prior to the date of project agreement. *Improvement Type Code: 45-Debt Service.*
- f. **Availability Payments:** HIP-CRRSAA funds are available for availability payments under the HIP-CRRSAA Special Authority. For example, to the extent a State is in default on, or needs funds for availability payments related to highway surface transportation, such availability payments are eligible for reimbursement with HIP-CRRSAA funds. HIP-CRRSAA Special Authority provides for Federal participation in availability payment costs incurred prior to the date of project agreement. *Improvement Type Code: 44-Other.*
- g. **Coverage for Other Revenue Losses:** This eligibility is for costs/expenses related to highway surface transportation, beyond those specifically listed above, that cannot be met due to revenue losses. In order to use HIP-CRRSAA funds for “coverage for other revenue losses,” States, Tribal governments, Puerto Rico, or territorial governments need to demonstrate

(document) a revenue loss to seek reimbursement for the “coverage for other revenue losses” non-traditional cost objective (see similar discussion in Section III.C.2). HIP-CRRSAA Special Authority provides for Federal participation in coverage for other revenue loss costs incurred prior to the date of project agreement. Revenue losses do not include reduced collection of Federal taxes and fees, such as Federal motor fuel taxes, not directly available to the non-Federal entity as revenue. *Improvement Type Code: 44-Other.*

9. Routine Police Service and Other General Costs of Government: The cost of routine police service is not eligible for HIP-CRRSAA funding. Selected items of cost are discussed in 2 CFR 200.420 of the Cost Principles, and general costs of government are discussed in 2 CFR 200.444. Unallowable costs include costs of other general types of government services normally provided to the general public, such as fire and police, unless provided for as a direct cost under a program statute or regulation (2 CFR 200.444(a)(5)). Therefore, routine police services are not eligible activities with HIP-CRRSAA funds.

10. Documentation: An obligation is a definite commitment of the Federal government that creates a legal liability for payment based upon a documented and binding agreement between a Federal agency and an authorized grant recipient or other legal entity (including another Federal agency). This documentation must support that the obligation is for purposes authorized by law. Section 1501 of title 31, U.S.C., defines the documentary evidence requirements for Federal government obligations. As discussed in Section III.B.2., above, provided the State incurred a cost for the identified “Special Authority” cost objective(s) and the State demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403. Documentation must be adequate to demonstrate that the costs incurred are eligible under the Special Authority eligibility. Additional discussion, including record retention, is provided in the Project Funds Management Guide for State Grants Update memo issued May 23, 2018 (<https://www.fhwa.dot.gov/cfo/projfundsmgt.cfm>).

C. Public Tolling Agencies and Ferry Systems that Provide a Public Transportation Benefit: A State may transfer HIP-CRRSAA funds to:

- State, multi-State, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel; or
- a ferry system that provides a public transportation benefit.

Such public tolling agency or ferry system must have been in operation within their State in FY 2020.

Funds transferred in this manner may be used to cover costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system.

1. **FMIS Program Codes:** HIP-CRRSAA funds transferred to public tolling agencies or a ferry system that provides a public transportation benefit should be obligated with Program Code Z971 (special eligibilities in any area of the State) or Z973 (special eligibilities in urbanized areas with a population over 200,000).
2. **Eligible Costs - Tolling Agencies and Ferry Systems:** The non-traditional cost categories noted above under the HIP-CRRSAA appropriation are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective). In order to use HIP-CRRSSAA funds for “coverage for other revenue losses of a tolled facility or ferry system,” a public tolling agency or a ferry system providing a public transportation benefit needs to demonstrate (document) a revenue loss to seek reimbursement for such non-traditional cost objective that Congress made eligible under the appropriation. However, Congress did not require that a public tolling agency or a ferry system providing a public transportation benefit demonstrate (document) a revenue loss to seek reimbursement for the other non-traditional cost objectives Congress made eligible under the appropriation. Consistent with 2 CFR 200.405, those other costs statutorily eligible for reimbursement under the HIP-CRRSAA are eligible for reimbursement whether or not the tolling agency or ferry system experienced a revenue loss. Therefore, provided the tolling agency or ferry system incurred a cost for the identified “Special Authority” cost objective(s), other than revenue losses for a tolled facility or ferry system, and the tolling agency or ferry system demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403. Consistent with the HIP-CRRSAA provision, transfers of HIP-CRRSAA funding are limited to: (1) public tolling agencies, or (2) a ferry system that provides a public transportation benefit, for the eligible cost objectives as described in Section III.B.8., items: c. Operations, d. Personnel, e. Debt Service Payments, f. Availability Payments, and g. Coverage for Other Revenue Losses. The specified Improvement Type Codes provided in Section III.B.8. should be used in FMIS for the obligation of HIP-CRRSAA funds to be transferred to a tolling agency or ferry system.
3. **Applicability of Certain Title 23 Requirements:** The applicability of certain title 23 requirements, is provided in Section III.B. items: 3. Location of Projects, 4. Applicability of Planning Requirements, 5. Treatment of Projects, 6. Construction, 7. Non-Construction, 9. Routine Police Service and Other General Costs of Government, and 10. Documentation. Tolling agencies and ferry systems not currently subject to title 23, U.S.C., requirements should discuss the impacts of accepting HIP-CRRSAA funds with their State and FHWA Division Office, HISM-10, HCFB-31, and HOTM-1.
4. **Limitation on the Use of Revenues:** The limitations on the use of revenues in subsections (a)(3) and (c)(4) of 23 U.S.C. 129 shall not apply with respect to HIP-CRRSAA funds transferred for a tolled facility or ferry system, even if such tolled facility or ferry system is already subject to such provisions due to the use of prior Federal-aid highway funds. However, because the exception in the HIP-

CRRSAA heading is “for funds made available under this heading in this Act,” use of HIP-CRRSAA funds on a tolled facility or ferry system does not remove current limitations on the use of revenues under 23 U.S.C. 129(a)(3) and (c)(4) associated with prior use of Federal-aid highway funds.

- 5. Recommended Method to Carry Out Projects:** The recommended method to carry out projects with the public tolling agency or ferry system is through a subrecipient / subaward type grant agreement between the entity and the State.

Except for the statutes and regulations cited herein, the contents of this guidance do not have the force and effect of law and are not meant to bind the States or the public in any way. This guidance is intended only to provide information and clarity regarding existing requirements under the law or Federal agency policies.



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Memorandum

To: Mike Kozlosky, Executive Director, WMPO

From: Abby Lorenzo, Deputy Director, WMPO
Scott A. James, PE, Transportation Planning Engineer, WMPO

Date: April 8, 2021

Subject: Coronavirus Response and Relief Supplemental Appropriations Act, 2021
(CRRSAA) Recommended Evaluation Criteria prior to Special Call for Projects

The Coronavirus Response and Recovery Supplemental Appropriations Act, 2021 (CRRSAA) appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$9,840,057,332 shall be set aside and apportioned for activities eligible under section 133(b) of Title 23, United State Code (U.S.C.) and such other purposes as specified in the CRRSAA. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the recipient of a COVID Direct Attributable funding allocation in the amount of \$1,333,044.

The funds are available for obligation until September 30, 2024, with any amounts not obligated on or before this date to be returned. Furthermore, the Federal share payable shall be up to 100% percent of qualifying costs.

On March 17, 2021 the Technical Coordinating Committee (TCC) discussed if the federal share should be payable at 100% as the legislation allows or at 80% which is consistent with the existing Surface Transportation Block Grant and Transportation Alternative Set Aside Direct Attributable (STBGP – TASA/DA) funding programs. The TCC supported making the funds 100% payable. Consensus of the Board of the WMPO on March 31, 2021 was to have the funds 100% payable. The next step is to develop criteria by which these additional funds may be awarded.

After review of the current method used to score and award projects, staff suggests modifying the evaluation methodology to allow for the additional complicating factors resulting

Wilmington Urban Area Metropolitan Planning Organization

from the Covid-19 pandemic. In addition, the election to support 100% federal funding removes the need to award project preference points for any local match of funds.

Therefore, staff recommends modifying the current evaluation methodology in the following three (3) areas:

- 1) Remove the local match percentage (worth up to 5 points out of 83 total)
- 2) Include a metric to distinguish between an existing or new project
- 3) Include a metric to permit documentation of hardships resulting from Covid-19 related events or consequences.

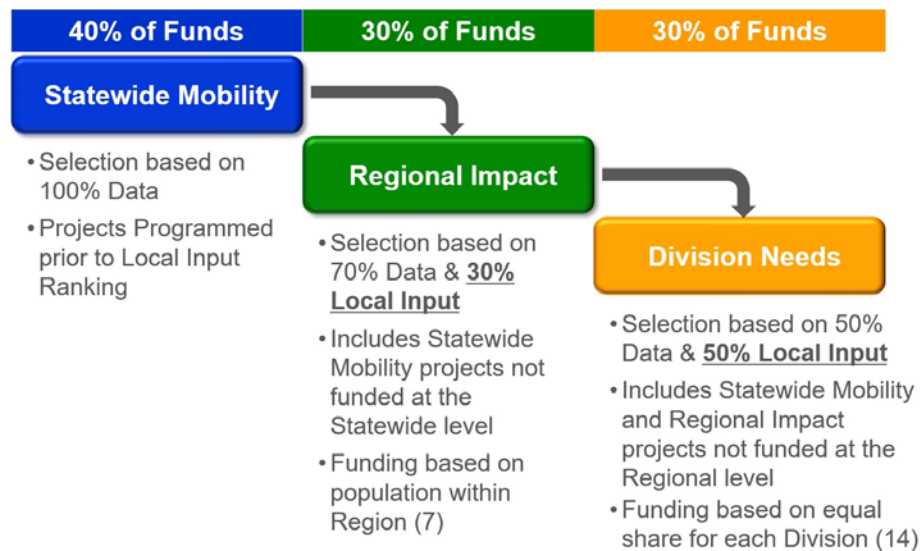
Staff proposes to present this recommendation for discussion and direction from the TCC and the MPO Board at the regularly scheduled April meetings.

Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data driven process called Prioritization.

The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 6.0 (P 6.0) for the Regional and Division categories. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

Each of the three funding categories identified under the Strategic Transportation Investments have their own criteria.



This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at least one being qualitative, for determining project prioritization. The following methodology has been developed by the Wilmington Urban Area MPO for the purposes of determining transportation funding priorities for Prioritization 6.0.

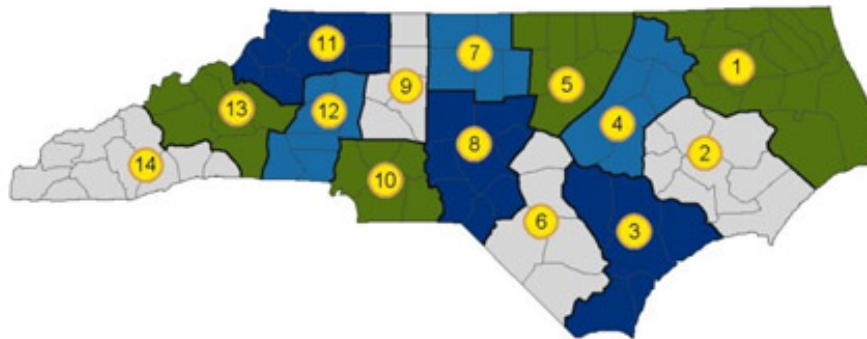
The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

1. Selection of projects for consideration in the Statewide, Regional and Division levels;
2. Receive quantitative scoring of submitted projects that has been determined by NCDOT's Strategic Prioritization Office of Transportation (SPOT);
3. Develop draft qualitative scoring of projects and ranking;
4. Public involvement process; and
5. Finalize project scoring and ranking.

Each tier of funding is listed below:

Statewide Level (40% of total revenue funding)	Regional Level (30% of total revenue funding)	Division Level (30% of total revenue funding)
Projects of statewide significance will receive 40% of the available revenue funding.	Projects of regional significance will receive 30% of the available revenue funding based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.	Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue funding shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
The project selection process will be 100% data-driven/quantitative scoring.	Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%. This 30% local input will be shared 15% by the Division Engineers and 15% MPO/RPO input.	The Department will choose projects based 50% on data and 50% on local rankings. This 50% local input will be shared 25% by the Division Engineers and 25% MPO/RPO input.

NCDOT Divisions



The North Carolina Department of Transportation will be developing quantitative scores for all projects based on adopted criteria from the P6.0 Workgroup.

Selection of Projects for Prioritization 6.0

The projects submitted from the WMPO to NCDOT for Prioritization 6.0 were selected as priorities by the WMPO Board from the MPO's then adopted Metropolitan Transportation Plan, Cape Fear Transportation 2040. The MPO plans for six modes of transportation in its region: aviation, bicycle and pedestrian, ferry and water transportation, freight rail, public transportation, and roadway. Cape Fear Transportation 2040 was developed through the utilization of mode specific prioritization tools for evaluating and prioritizing future projects to be included in the plan. These modal prioritization tools were derived from mode specific goals and objectives that were developed by the public, elected officials, subject matter experts, and local planning partners. The evaluative criteria and metrics of the tools was based on both quantitative (objective) and qualitative (subjective) data. Modal ranked lists of projects were then used as the basis for the fiscal constraint analysis of determining which projects could receive a portion of the anticipated funding in the region between 2015 and 2040.

Description of Criteria and Weights

The WMPO will evaluate projects for the assignment of local input points based on the following criteria: the Prioritization 6.0 Quantitative Score; Coordination of Point Assignment with Division 3; Consistency with Plans; Status of Project in Development; and Inclusion in WMPO Adopted Strategic Business Plan.

A scoring matrix of these criteria will be used to evaluate P6.0 scored projects and develop the draft Local Input point assignments for the WMPO. Below please find an example of this matrix:

	Prioritization 6.0 Quantitative Score	Wilmington MPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

Prioritization 6.0 Quantitative Score- The Prioritization 5.0 Quantitative score is the score provided by SPOT for each project. The MPO will convert the data/quantitative based Regional and Divisional level scores to a 100 point scale.

Coordination of Points with NCDOT Division 3- This criterion is dependent upon if Division 3 seeks to assign input points to the project. Assignment of points by both the WMPO and Division will represent a coordinated effort and recognized regional priority.

- Projects receiving points from Division 3 - 100 points
- Projects not receiving points from Division 3 – 0 points

Consistency with Plans- This criterion is used to determine if the proposed project is in an adopted plan. Each project will be evaluated with the points assigned as follows:

- Projects included in the adopted Long Range Transportation Plan- 100 points
- Projects included in Plans adopted by the MPO- 50 points
- Projects that are adopted in plans by member jurisdictions and NCDOT but not adopted by the MPO- 25 points

Status of the Project in Development- This criterion will identify which phase the project is in development. Each project will be evaluated with the criteria as outlined below:

- Projects that are in the right-of way acquisition or property already acquired by the State of North Carolina- 100 points
- Projects that are in the Design phase (engineering, construction document preparation, or surveying)- 50 points
- Projects that are in the Planning phase (feasibility study or environmental permitting/permitting phases)- 25 points

Inclusion in the adopted Strategic Business Plan – The WMPO Board develops and adopts a Strategic Business Plan every five years. This plan highlights the Board's top regional targets, objectives, and strategies. This criterion will award points to projects named within the currently adopted Strategic Business Plan. Projects will be assigned points as follows:

- Project included in the adopted Strategic Business Plan – 100 points
- Project is not included in the adopted Strategic Business Plan – 0 points

Total Score and Project Ranking

Utilizing the matrix and criteria scoring, all modes will compete against each other for funding. Below is an example of how a project is scored utilizing this method. The assignment of local input points will be based on a mathematical sum of the points assigned during the Local Input Methodology Process.

Example:

Project X is a widening project that includes two transit stop shelters, a bike lane, and 5' sidewalks on both sides of the street. The project received a Prioritization 6.0 quantitative score of 56.8, and has been identified by Division 3 as a priority project to receive 100 of their input points. The project is in the design phase and is a supported project within the currently adopted MTP. The project is not included in the currently adopted Strategic Business Plan.

Utilizing the scoring method outlined previously, the following is a breakdown of the point assignment for Project X:

	Prioritization 6.0 Quantitative Score	Wilmington MPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X	56.8	100	100	50	0	306.8

Final Local Input Point Assignment

All projects will be ranked based on their evaluated scores. Higher evaluated scores will result in higher ranking of the project. The Wilmington MPO will be able to assign up to 1,600 total local input points for each funding category (**1600 for Regional Impact and 1600 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The top **sixteen** scoring projects will be assigned 100 points each from the Wilmington MPO.

In order to represent the multi-modal needs and interests of its members, the Wilmington MPO will maintain a modal project mix standard for point assignment. This minimum standard is the assignment of Local Input Points to at least one project in each of the non-highway modes. If aviation, bicycle and pedestrian, ferry, public transportation, and rail projects are not included within the Wilmington MPO's top sixteen ranked projects, the highest scoring project from each non-highway mode will be elevated to replace the lowest ranking highway project(s) within the top sixteen.

The Wilmington MPO Board may also consider the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from the Regional Impact category to the Division Needs category, and visa-versa. If the organization chooses to flex Local Input Points, the Wilmington MPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

The Wilmington MPO Board reserves the option to deviate from the local input methodology point assignment process in order to award points to projects of priority or importance that may not have scored within the top sixteen projects. In these instances, justification and/or rationale shall be given at an advertised, open meeting of the MPO Board.

Schedule and Public Outreach

The Wilmington Urban Area MPO adopted the most recent Public Involvement Policy on September 30, 2020 and is located [here](#) on the MPO's website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington Urban Area MPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The Wilmington Urban Area MPO will utilize this adopted policy to solicit comments on the "draft" Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at Board meetings, and the draft

project ranking and scorings being posted on the MPO’s website. Both efforts will help the MPO to solicit public comments by way of verbal comments at a public meeting or comments received through mail or email. Following the closing of the public participation process, staff will review any comments received with the TCC and the Board. All public comments received, local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington Urban Area MPO’s website at www.wmpo.org until after the adoption of the final STIP/MTIP by the Board of Transportation.

During each point assignment period, the Wilmington Urban Area MPO’s TCC and the Board will develop a “draft” project ranking and scoring to assign points based on the aforementioned criteria. The Wilmington Urban Area MPO will hold a 30-day public comment period and invite in-person comments about the draft assignment to be made at the Board’s meeting immediately following the this period. Written comments will be provided to the TCC and Board for consideration. No additional projects will be submitted based on the public participation effort, but comments will be considered prior to the final adoption of the scores. The Board will adopt a Final Project Ranking and Scoring for the Wilmington Urban Area MPO. This information will then be submitted to the NCDOT SPOT office.

Prioritization 6.0 Process Schedule 2019 - 2022

• New Project Submittals to NCDOT	October 2019 – August 2020
• MPO’s, RPO’s, Divisions develop Input Point Methodologies	February – July 2021
• Release of P 6.0 Quantitative Scores	August 2021
• Regional Tier Point Assignment	September - November 2021
• Submit Final Assignment of Regional Projects to NCDOT	November 2021
• Division Tier Point Assignment	February - April 2022
• Submit Final Assignment of Division Projects to NCDOT	April 2022
• NCDOT releases Draft 2024-2033 STIP/MTIP	August 2022

Point Assignment Process

The Local Input Methodology shall serve as a guide for the Board to assign 100 points to the top sixteen scoring projects located within the Wilmington Urban Area MPO’s planning jurisdiction. However, **deviation** from the Local Input Methodology shall require the justification/rationale to be made during a public meeting of the Board, as advertised by the open meetings laws, and included with the sharing of the points with the public through the public outreach effort.

During the draft and final point assignments, the following information will be available on the MPO’s website for all projects submitted to SPOT:

Local Input Point Criteria

	Prioritization 6.0 Quantitative Score	Wilmington MPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

Local Input point Assignment Results

	Draft Local Input Point Assignment	Deviation Notes (if applicable)	Final Local Input Point Assignment
Project X	Points (x of 100)		Points (x of 100)

Material Sharing

The WMPO strives to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the WMPO's website within one week of completion and will remain available until after the adoption of the STIP by the Board of Transportation. The following information will be available at the Wilmington Urban Area MPO's website www.wmpo.org:

- A link to NCDOT's STI Prioritization Resources website.
- The WMPO's adopted methodology summary.
- A schedule of the local input process including dates for public meetings and comment periods.
- Draft and final local input point scores and records of deviations and applicable reasoning.



WMPO's P 6.0 Local Input Point Methodology

April 2021



Prioritization Process

Statewide Level (40% of total revenue funding)	Regional Level (30% of total revenue funding)	Division Level (30% of total revenue funding)
Projects of statewide significance will receive 40% of the available revenue funding.	Projects of regional significance will receive 30% of the available revenue funding based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.	Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue funding shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
The project selection process will be 100% data-driven/quantitative scoring.	Data/quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%. This 30% local input will be shared 15% by the Division Engineers and 15% MPO/RPO input.	The Department will choose projects based 50% on data and 50% on local rankings. This 50% local input will be shared 25% by the Division Engineers and 25% MPO/RPO input.





STI Project Eligibility

STI Eligibility Definitions			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none">Interstates (existing & future)NHS routes (July 1, 2012)STRAHNETADHS RoutesUncompleted Intrastate projectsDesignated Toll Facilities	Other US and NC Routes	<ul style="list-style-type: none">All Secondary Roads (SR)Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	All other service, including terminals and stations (no short lines)



Methodology Requirements

- GS 136-18.42 requires NCDOT to develop a standardized process for MPO's/RPO's local input point methodologies
- **Process defines five topic areas:**
 - Local Input Point Methodology Overview
 - Criteria and Point Assignment
 - Public Input Consideration
 - Local Input Point Process
 - Materials Sharing



Standards Summary

Standard	Standard Summary
1.A	Ensure that methodology materials are easily accessible and reader-friendly
1.B	Local Input Point Methodology document content guidance
2.A	Minimum of two criteria
2.B	For each criteria describe the scoring process
2.C	Describe how total scoring is determined, including criteria weights
2.D	Describe how total criteria score translates to points
3.A	Describe how public input is gathered during the process
3.B	Describe how public input received is used in the methodology
3.C	At least one comment period and public meeting should be included
4.A	Highlight the general schedule
4.B	Note the process for point assignments that deviate from the numeric methodology/ranking
4.C	The final MPO/RPO point assignment shall be adopted by the elected official board/committee
5.A	Organization website minimum standards
5.B	Requirements for documentation of preliminary and final point assignment



P6.0 Process Changes

- **How Local Input Points are calculated**
 - WMPO has 1,600 LIP (+100) in the Regional and Division tiers
- **Local Input Point Flex Policy**
 - Up to 500 LIP can be flexed between Regional and Divisional tiers



P 5.0 WMPO Criteria and Point Assignment

Prioritization 5.0 Quantitative Score		Wilmington MPO's Prioritization 4.0		Consistency with Plans		Status of Project in Development		Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)		Points (x of 100)		Points (x of 100)		Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X									

- WMPO eligible for 1,500 points in each tier
- Top 15 highest scoring projects received 100 pts
- Deviation clause



P 6.0 WMPO Draft Criteria and Point Assignment

Wilmington MPO and NCDOT Div. 3		Prioritization 6.0 Quantitative Score		Coordination		Consistency with Plans		Status of Project in Development		Inclusion in Adopted Strategic Business Plan		Total	
Points (x of 100)		Points (x of 100)		Points (x of 100)		Points (x of 100)		Points (x of 100)		Points (x of 500)			
Project X													



Schedule

- Local Input Methodologies must be reviewed by Methodology Review Committee and approved by Board by July 30, 2021
- Tentative P6.0 schedule (remaining):
 - 8/31/21 – Quantitative scores released
 - 9/1/21 – 11/30/21 – Regional Impact point assignment window
 - 1/30/22 – Programmed Regional Impact projects released
 - 2/1/22 – 4/29/22 – Division Needs point assignment window
 - August 2022 – Draft 2023-2032 STIP released



Questions?



Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-4 (April 2021)

STATEWIDE PROJECT

STIP MODIFICATIONS

* TI-6109 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	OPERATIONS	FY 2021 -	\$2,698,000	(5311)
		<u>MODIFY FEDERAL FUNDS RECEIVED FROM FTA BASED ON FY 21-22 GRANTS.</u>			\$2,698,000	

* TM-0033 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311(F) INTERCITY BUS - STATE ADMIN <u>MODIFY FEDERAL FUNDS RECEIVED FROM FTA BASED ON FY 21-22 GRANTS.</u>	OPERATIONS	FY 2022 -	\$2,698,000	(5311)
					\$2,698,000	

* TU-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT. <u>CORRECT FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	PLANNING	FY 2021 - FY 2021 -	\$12,000 \$110,000	(S) (5312)
					\$122,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-4 (April 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* I-6040 PENDER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	I-40, EAST OF US 117 (MILE MARKER 393) TO NC 210 (MILE MARKER 408). PAVEMENT REHABILITATION. <u>ACCELERATE CONSTRUCTION FROM FY 29 TO FY 22 TO REFLECT LATEST INTERSTATE MAINTENANCE PRIORITY.</u>	CONSTRUCTION	FY 2022 - FY 2023 -	\$5,600,000 (NHPIM) \$5,600,000 (NHPIM) \$11,200,000
P-5740B NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE. IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS. <u>TO ALLOW ADDITIONAL TIME FOR STAKEHOLDER COORDINATION. DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - FY 2022 - FY 2022 - FY 2023 -	\$600,000 (T) \$2,545,000 (DP) \$902,000 (T) \$903,000 (T) \$4,950,000

**WILMINGTON URBAN AREA
MPO
April 2021**

PENDER COUNTY STREETS PLAN

In January, WSP, Pender County, and WMPO kicked off the development of the Pender County Streets Plan. The final plan will serve as an update to the 2016 Pender County Collector Streets Plan and is envisioned to be a more comprehensive technical document that integrates the recommendations of the Pender County Comprehensive Plan 2.0 with buy in and support from both the development community and citizens. The effort is funded as a special study in the WMPO's adopted FY 21 UPWP, and the schedule for the development of the plan is estimated to be approximately six months and includes two public outreach and participation periods. The development of the plan will be overseen by a steering committee comprised of stakeholders representing the county, the development community, NCDOT, and citizens among others.

Project Status and Next Steps:

- Public input survey to close on April 9, 2021
- Second Stakeholder meeting to be held in mid-May
- Final plan recommendations by June 30, 2021.

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: 8 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 3 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 0 review
- 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: 16 total (12 on-going; 4 new): New Hanover County 4 (1 new), City of Wilmington 3 (2 new), Carolina Beach 1 (1 new), Town of Leland 2, Town of Navassa 0, Pender County 5, and Brunswick County 1
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 64 reviews (5 new, 59 on-going)
- City of Wilmington Informal Reviews: 30 reviews (8 new, 22 on-going)
- City of Wilmington Concept Reviews: 0 reviews ()
- COW Project Releases: 14 released

**STBGP-DA/TASA-DA FY 2013 to
Present STBGP-DA**

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

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- Complete review of final design package and submit to NCDOT for review– Summer 2021
- NCDOT final design approval and City to request Construction Funds Authorization – Summer 2021
- Begin Construction – Early 2022
- Construction Complete- Early 2023

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

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:

- Construction commenced October 26
- Construction in progress
- Requested to extend project completion dates to December 31, 2022 awaiting NCDOT review

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

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

Project Status and Next Steps:

- Plans approved August 20, 2019
- Right-of-Way Certification was approved on June 7, 2020
- Bid documents were initially approved on 11/22/19. Bid documents are currently being reviewed again since the project was not advertised for bid within 6 months of the initial bid document approval.
- Utility/RR certification was dated February 26, 2020
- Begin Construction – Spring 2021
- Complete Construction – Summer 2021

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

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

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review–Summer 2021
- Update/renew permits – Summer 2021

- NCDOT final design approval – Summer 2021
- Right of way acquisition complete – Winter 2021/2022
- Begin Construction – Early 2022
- Complete Construction – Early 2023

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

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

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review–Summer 2021
- Update/renew permits –Summer 2021
- NCDOT final design approval –Summer 2021
- Right of way acquisition complete –Winter 2021/2022
- Begin Construction –Early 2022
- Complete Construction –Early 2023

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

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

Project Status and Next Steps:

- Notice to Proceed issued February 1, 2021
- Pre-Construction Meeting held on February 3, 2021
- Construction commenced February 8, 2021
- Requested to extend project completion dates to June 30, 2022
- Supplemental Agreement 4 forthcoming to increase the total estimated project cost to \$254,842

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

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

Project Status and Next Steps:

- Contract awarded to Simmons Public Utility Site Work on December 18, 2020
- Notice to Proceed issued February 1, 2021
- Pre-Construction Meeting held on February 3, 2021
- Construction commenced February 8, 2021
- Requested to extend project completion dates to June 30, 2022

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

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive

with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- Contract awarded to Simmons Public Utility Site Work on December 18, 2020
- Notice to Proceed issued February 1, 2021
- Pre-Construction Meeting held on February 3, 2021
- Construction commenced February 8, 2021
- Requested to extend project completion dates to June 30, 2022
- Supplemental Agreement 4 forthcoming to increase the total estimated project cost to \$327,788

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

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

Project Status and Next Steps:

- Council approved additional funding for project on January 19, 2021
- City waiting on NCDOT to review AECOM's Scope & Manday Estimate (Doug Kretchman said to expect reply the week of Feb 1st)
- MPO Board will consider funding request on February 24th
- NCDOT Plans to resurface from 17th Street to Shipyard Blvd (Summer 2021)
- Once Notice To Proceed is awarded to AECOM, plans will be moved to 65% Plans in 45 days
- Then coordination with YWCA on needed ROW/Easement will happen

U-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 linear 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:

- Project is ready for bidding and construction. Plans and PCE have been approved. The contract documents have been approved.
- Additional funding was approved by the MPO Board in May 2020
- A RFQ was advertised for CEI services and a firm was selected.
- CEI has been approved by NCDOT
- NCDOT has asked that 2 documents be updated and resubmitted
- Awaiting approval from NC DOT

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

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

Project Status and Next Steps:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization is being requested
- Construction Funds Authorization request is anticipated in late summer 2021

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

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

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Project remains on track for a September 2022 LET
- Town is pursuing additional ROW to allow for preferred design

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

Project Status and Next Steps:

- City Council approved a request for additional funds at their February 2nd meeting
- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- Supplemental Agreement #1 sent from NC DOT for review
- 90% design comments transmitted to HDR on March 28, 2021
- Final design package under development – anticipated delivery date mid-April

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

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

Project Status and Next Steps:

- U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
- Cost sharing agreements with New Hanover County completed March 2020.
- NCDOT Authorization for Preliminary Engineering received March 2020.
- An updated 90-day Design Proposal from Davenport received November 17, 2020.
- WMPO advised of pause in NCDOT funding availability.
- NCDOT funding availability reopened January 25, 2021
- Request for PE funding and authorization made on January 27, 2021
- PE funding and authorization received March 18, 2021.
- Recommendation to City Council expected in May.
- Design expected to start in June lasting through December.

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

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

Project Status and Next Steps:

- TIP number has been entered.
- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with project and will upload information into EBS.

TASA-DA

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:

- Construction survey underway
- Construction underway- clearing, grading & stabilization
- Grade inspection and testing scheduled for March 29, 2021
- Asphalt scheduled for mid-week, weather permitting
- Approximately 50% complete with construction

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

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

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Project remains on track for a September 2022 LET
- Town is pursuing additional ROW to allow for preferred design

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Approval from NCDOT for hydraulic design received December 18, 2020
- Design completion next 60 days (delayed awaiting NCDOT approval)

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

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

Project Status and Next Steps:

- Pre-Design scoping meeting with Davenport Engineering and NCDOT Division Personnel occurred in February 2020.
- Scope of design defined, but this scope was much larger than initially anticipated. Adjustment to PE Authorization will be needed.
- NCDOT Manday estimate for issuance of task order approved on June 24, 2020
- Contract sent to Davenport for execution as of January 28, 2021
- Pursuing executed contract with Davenport

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH

Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:

- The Town is evaluating the scope for the project.
- Town Council to discuss action on project prior to moving forward.

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 works 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
 - a. Go Coast created the “Be A Looker” bicycle and pedestrian safety education campaign in 2019. Be A Looker is a high level marketing campaign that incorporates a variety of outreach tactics to educate drivers, cyclists, and pedestrians on how to be vigilant on the roadway.
 - b. The Go Coast committee has recommended to hold this campaign every other year. Preliminary planning for the 2021 campaign has begun. This will take place from May to October 2021 and will include in-person safety programming with the Wilmington Fire Department.
 - c. TDM Coordinator has reached out to TCC members to assess possibility for event partnerships with Member Jurisdictions
 - d. <https://www.gocoastnc.org/bealooker/>
2. Go Coast Commuter Challenge Sub-Committee
 - a. Go Coast has formed a sub committee comprised of committee members from the Bicycle and Pedestrian Advisory Committee and the Go Coast Committee
 - b. This sub-committee will explore opportunities to improve the annual Commuter Challenge event and increase participation. First meeting of this committee took place April 1st.
3. 31st Annual River to Sea Bike Ride
 - a. The Board has approved the Bicycle and Pedestrian Advisory Committee’s recommended to postpone the River to Sea Ride until the fall. TDM Coordinator will correspond with Wrightsville Beach staff to narrow down dates for this event.
4. Wilmington Bicycle Friendly Community Taskforce
 - a. Go Coast is leading a taskforce to evaluate the report card provided in the League of American Bicyclists’ bicycle friendly community application as well as other opportunities for improvement identified by the group.
 - b. the Bicycle Friendly Community Taskforce met in February and developed a small list of action items to begin working on. This taskforce will meet quarterly.
5. Short Range TDM Plan Update

- a. The final Draft of Cape Fear Change in Motion 2020 will go before the Board for consideration for approval in April 2021
- c. This plan will guide Go Coast initiatives in the WMPO region for the next 5 years.

6. Micro Mobility

- a. After the termination of the Wilmington bike share agreement in January 2020, another bike share RFP was released which received one response. It the understanding of Go Coast staff that cost-free bike share programs are no longer an option for new programs
- b. The NC Legislature did not make any decisions concerning the operation of stand up electric scooters in the 2019-2020 session
- c. Current regulations of electric stand up scooters is left to municipalities
- d. Go Coast completed a national assessment of bike share programs and scooter share programs to evaluate how municipalities fund and operate micro mobility

7. Ordinance Review

- a. By request of the WMPO Bike/Ped Committee, Go Coast performed a review of member jurisdiction ordinances pertaining to alternative transportation amenities requirements in development. The goal is to learn if member jurisdictions have had any success in increasing bicycle and pedestrian infrastructure by requiring to developers to include alternative transportation facilities within their development if the facilities are in an adopted plan.

8. Bicycle Suitability Map Update

- a. Early planning has begun for updating the WMPO Area Bicycle Suitability Map
- b. http://www.wmpo.org/wp-content/uploads/2017/04/2016BikeSuitabilityMap_Regional.jpg

9. Wilmington Area “Bike There” Map

- a. The Go Coast Committee expressed interest in the development of a map that highlights bikeable destinations in the WMPO area to encourage residents to bike instead of drive during National Bike Month in May.
- b. This map will indicate local businesses, shopping canters, parks, museums, and more that are safely accessible by bicycle.

10. Bike Month

- a. Go Coast will hold its annual Bike Month to encourage residents to substitute a bicycle in place of a single occupancy vehicle.
- b. Participants will be encouraged to track their trips in Share the Ride NC or Strava.
- c. Top participants may win gift cards donated by Two Wheeler Dealer

11. Next Go Coast meeting is May 20, 2021 at 3:00 and will take place virtually.



Cape Fear Public Transportation Authority

Project Update

April 2021

- 1. Transportation Assistance Provided to Vaccination Distribution Sites** - Through a collaborative partnership with the North Carolina Department of Transportation (NCDOT), the North Carolina Department of Health and Human Services (DHHS) and New Hanover County, the Authority began providing free transportation to designated vaccination distribution sites for community members with vaccination appointments effective January 25, 2021.

Transportation offerings, as referenced, continue under each phase of the vaccination distribution plan. As of close of business Friday, April 2, 2021, the Authority has performed a total of **265** trips to and/or from vaccination distribution sites to members of our community. Further details and information regarding this effort can be found on the Authority's website at: <https://www.wavetransit.com/>.

- 2. Network Redesign** - On January 21, 2020, the City of Wilmington and New Hanover County each adopted a Concurrent Resolution of the Wilmington City Council and the Board of Commissioners of New Hanover County for Enhanced Public Transportation Operations and Efficiency. TransPro Consulting was retained by New Hanover County and the City of Wilmington to serve as consultant to the board during the evaluation process.

A network redesign proposal was developed by TransPro Consulting and presented to the Wave Transit board for consideration on July 23, 2020. The proposal was refined to include comments provided by Authority staff and the Wave Transit board. A revised proposal was presented to the Wave Transit board during the August 27, 2020 meeting. The framework for a revised transportation network outlined in the consultant's proposal was approved by the Wave Transit board on Thursday, October 22, 2020. A summary of the revised system network includes eight (8) fixed bus routes from the current fourteen (14), increased service frequency for three (3) fixed bus routes, retention of the Port City Trolley Program at a 75% service level, and an on-demand, Microtransit service delivery alternative for areas in which fixed-route transportation services are slated for removal.

On March 8th, the Authority opened the ninety-day comment period for the purposes of providing a formal opportunity for customers and members of the public to provide feedback on the revised network. A public hearing is scheduled for Thursday, April 22nd at 12:30 pm, and informational sessions are slated for Tuesday, May 4th and Thursday, May 6th from 5:00 pm to 7:00 pm and Saturday, May 8th from 10:00 am to 12:00 pm.

Details regarding service revisions included in the network redesign, a platform for providing comment, and calendar of public engagement opportunities can be found on the project page of the Authority's website, at: <https://www.wavetransit.com/system-network-redesign-2021>. The revised network is scheduled to take effect August 15, 2021.

3. Annual Earth Day Recognition and Try Transit Initiative

On Thursday, March 25, 2021, the Authority's Board of Directors adopted an annual free fare day on Earth Day, beginning April 22, 2021, to encourage citizens to take public transit and reduce air pollution and greenhouse gases in Wilmington and New Hanover County. Utilization of public transit services is proven to reduce CO2 emitted by personal vehicles. This initiative provides an opportunity for members of the public to try public transit and reduce CO2 emissions through use of a shared ride transportation alternative. In preparation of Earth Day, the Authority will encourage transit, walking, and biking, and sustainability as it relates to transit, through a social media campaign. Staff will issue a press release, pass out biodegradable promotional items reminding riders of their good deed on the bus, and engage customers in a positive way by passing out seed packets and other small giveaways at transit stations on Earth Day. Staff will also encourage passengers to utilize existing mobile apps and websites in lieu of handing out paper schedules, maps, or surveys.

Projects in Development						
Project Manager	Contract T	TIP	PO	Description	County	Utilities Move ForwardROW Move ForwardSAP Let Date
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	New Hanover/Pender	Y Y 1/18/2022
Mike Bass	DPOC	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y Y 1/20/2022
Eric Murray	DPOC	U-5914	WMPO	Widen NC 133 from US 177/476 to Old River Rd	Brunswick	6/2/2022
Krista Kimmel	DDRL	U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover	6/21/2022
Eric Murray	DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover	7/7/2022
TBD	DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and	New Hanover 3D	8/4/2022
TBD	DPOC	W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive turn lanes	New Hanover	9/15/2022
Eric Murray	DPOC	W-5703C	WMPO	Monkey Junction Pedestrain Improvements	New Hanover	Y 11/17/2022
Brian Harding	DDRL	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover	6/18/2024
Lydia	DPOC	I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	10/17/2024
Lydia	DDRL	I-6039	WMPO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender	4/15/2025
Mike Bass	DDRL	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover	9/16/2025
Lydia	DDRL	I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover	2/17/2026
Trace Howell	DDRL	U-5792	WMPO	MLK at College	New Hanover	6/16/2026
Trace Howell	DDRL	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	Pender	Y 9/15/2026
Brian Harding	DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover	6/15/2027
Brian Harding	DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover	5/16/2028
Krista Kimmel	DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover	6/20/2028
Brian Harding	DDRL	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	7/18/2028
Trace Howell	DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender	9/19/2028
Lydia	DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	New Hanover	11/16/2028
Krista Kimmel	DDRL	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover	12/19/2028
Krista Kimmel	DDRL	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	Y 6/19/2029
Brian Harding	DDRL	U-5734	WMPO	US 421 Front St Widening	New Hanover	PY
Trace Howell	DDRL	U-5790	WMPO	Monkey Junction Interchange	New Hanover	PY
Brian Harding	DDRL	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover	PY

Project Manager Contract T TIP PO				Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Trace Howell				DDRL U-5702A WMPO College Rd from New Centre to Shipyard	New Hanover			PY
Trace Howell				DDRL U-5704 WMPO US 17 (Oleander) at College	New Hanover			PY
Krista Kimmel				DPOC U-6201 WMPO Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover			PY
Trace Howell				DDRL U-5881 WMPO College Rd from Gordon Rd to New Centre	New Hanover			PY
Trace Howell				DDRL U-5702B WMPO College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover			PY
Brian Harding				DPOC U-6128 WMPO US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover			PY
Jessi Leonard				CSF W-5703P WMPO US 17 and Ploof Rd/Olde Waterford Way	Brunswick		Y	TBD

PE Work Continuing	
Work Continuing for	
Updating Estimate Only	

Date Completed:4/6/2021

PO:WMPO

Contact:Caitlin Marks

910-341-2001

cmmarks@ncdot.gov

Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion Percent Complete
DC00268	TBD	I-5760A	New Hanover	I-140 from I-40 to US 421 Open Grated Friction Course	Feb-21 100.00%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22 46.32%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22 39.92%
TBD	Alex Stewart	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD TBD
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBD TBD
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD TBD
DC00290	Dan Cumbo		New Hanover	I-40 at Exit 420 - GRP 2	Jul-21 83.56%
DC00291	Dan Cumbo		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21 33.49%

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes		Estimated Completion Percent Complete
C204135	2018	w Hanover/Brunsw	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)		Apr-21 92.79%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

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APRIL TPD UPDATES WILMINGTON MPO

APRIL 2021

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

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

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

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

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

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

NCDOT Completes Tornado Cleanup in Brunswick County: Crews with the N.C. Department of Transportation and a North Carolina contract company have completed cleanup from a tornado in Brunswick County last month.

Two Traffic Shifts on Wilmington's Market Street: A contractor with the N.C. Department of Transportation has shifted traffic on a Wilmington street beginning to mid-March. Southbound traffic on Market Street between Amaryllis Drive and just south of Alexander Road has shifted back to its original alignment starting around 7 p.m. on March 7th. This shift has also opened the southern access to Alexander Drive. Northbound traffic shifted back to the original alignment in January and will be unaffected by this switch.