Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that proactively 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: July 21, 2021
SUBJECT: July 28th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, July 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/87186251669

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 16468769923. And when prompted, enter: Meeting ID#: 871 8625 1669

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 July 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) Closed Session
7) Presentation
a. Rail Re-alignment Environmental Review Update- Aubrey Parsley, City of Wilmington

8) Consent Agenda
   a. Approval of Board Meeting Minutes from June 30, 2021 (p. 3-12)
   b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-5 (p. 13)
   c. Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-6 (p. 14-18)
   d. Resolution approving FY 22 Unified Planning Work Program Amendment #1 (p. 19-21)
   e. Resolution approving the Wilmington Urban Area Metropolitan Planning Organization’s Local Input Methodology for Prioritization 6.0 (p. 22-29)

9) Regular Agenda
   a. Resolution supporting/not supporting the exploration of a potential public-private partnership in order for the North Carolina Department of Transportation and the Wilmington Urban Area Metropolitan Planning Organization to gather additional information on the concept of replacement of the Cape Fear Memorial Bridge as a potential toll facility (p. 30-31)

10) Discussion
    a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-7 (p. 32-54)
    b. Go Coast TDM Short Range Plan (p. 55)

11) Updates
    a. Wilmington Urban Area MPO (p. 56-62)
    b. Cape Fear Public Transportation Authority (p. 63-64)
    c. NCDOT Division (p. 65-68)
    d. NCDOT Transportation Planning Division (p. 69-70)

12) Announcements
    a. Coronavirus Response & Recovery Supplemental Appropriations Act Applications Due- August 9, 2021

13) Next meeting – August 25, 2021

Attachments

• MPO Board Meeting Minutes- June 30, 2021
• Proposed 2020-2029 STIP/MPO TIP Amendments #21-5
• Proposed 2020-2029 STIP/MPO TIP Administrative Modifications #21-6
• Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-6
• Proposed FY 22 Unified Planning Work Program Amendment #1
• Resolution approving FY 22 Unified Planning Work Program Amendment #1
• Wilmington Urban Area Metropolitan Planning Organization’s Local Input Methodology for Prioritization 6.0
• Resolution approving the Wilmington Urban Area Metropolitan Planning Organization’s Local Input Methodology for Prioritization 6.0
• Resolution supporting/not supporting the exploration of a potential public-private partnership in order for the North Carolina Department of Transportation and the Wilmington Urban Area Metropolitan Planning Organization to gather additional information on the concept of replacement of the Cape Fear Memorial Bridge as a potential toll facility
• Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-7
• Go Coast TDM Short Range Plan Memorandum
• Wilmington Urban Area MPO Project Update (July)
• Cape Fear Public Transportation Authority Update (July)
• NCDOT Division Project Update (July)
• NCDOT Transportation Planning Division Project Update (July)
MPO Board Remote Meeting Minutes
Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C.
Wednesday, June 30, 2021

Members Present (In-Person)
David Piepmeyer, Pender County
Brenda Bozeman, Town of Leland
Charlie Rivenbark, City of Wilmington
Deb Hays, Cape Fear Public Transportation Authority
Mike Allen, Town of Belville
John Ellen, Town of Kure Beach
Jonathan Barfield, Jr., New Hanover County
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa

Members Present (Remotely)
Hank Miller, Town of Wrightsville Beach
LeAnn Pierce, Town of Carolina Beach
Landon Zimmer, NC Board of Transportation

Others Present (In-Person)
Mike Kozlosky, Executive Director, WMPO
Abby Lorenzo, Deputy Director, WMPO
Nick Cannon, Go Coast TDM Program Coordinator, WMPO
Chad Kimes, Division Engineer, NCDOT
Caitlin Marks, Planning Engineer, NCDOT
Chris Peoples, Deputy Chief Engineer, NCDOT
Greg Burns, Eastern Deputy Chief Engineer, NCDOT
Christopher Werner, Director of Technical Services, NCDOT
Rodger Rochelle, Chief Engineer, Innovative Delivery, NCDOT Turnpike Authority
Matt Nichols, MPO General Counsel

1) Call to Order
Chairman David Piepmeyer called the meeting to order at 3:05 p.m.

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.

Mr. Kozlosky advised that public comments will only be heard during the public comment section of the meeting.

3) Approval of Board Members’ Excused Absences
Mr. Kozlosky said that Mr. Anderson is out of town and has requested to be excused from this meeting.

Mr. Ellen made a motion to excuse Mr. Anderson from the meeting, seconded by Ms. Bozeman and the motion carried unanimously by roll call as follows:

Absent: Neil Anderson.
4) **Approval of the Agenda**

Mr. Barfield made a motion to approve the meeting agenda as presented. Mr. Williams 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. Andy Koeppel spoke to the MPO Board regarding the bridge and prioritization. He requested that some consideration be given, after the new bridge is constructed, to preserving the old bridge comparable to the Chesapeake Bay Bridge or the Delaware Memorial Bridge to alleviate traffic flow. He expressed concerns regarding the discontinuation, several years ago, of the Southern Crossing project for political reasons. He pointed out that the Southern Bridge is not inconsistent with the replacement of the Cape Fear Memorial Bridge, and much money was spent in narrowing down alternatives to identify a final route. Regarding the prioritization, he commented that he is a strong advocate of reinstating the Wallace to Castle Hayne rail connection, which would enhance the downtown multi-modal center. He added that to omit the rail connection from the prioritization process would be a mistake.

Mr. Barfield clarified that today’s presentation on the replacement of the Cape Fear Memorial Bridge is a proposal only.

6) **Presentations**

a. **Replacement of the Cape Fear Memorial Bridge (Unsolicited Proposal)- Chad Kimes, Chris Werner, and Roger Richelle, NCDOT**

NCDOT Division 3 Engineer Chad Kimes acknowledged the presence of Christopher Werner, Director of Technical Services, and Rodger Rochelle, Chief Engineer of the NC Turnpike Authority. Mr. Kimes explained that the purpose of today’s presentation is to provide information and facilitate consideration of a potential partnership between NCDOT and the MPO.

Chairman Piepmeyer clarified that this presentation is in response to an unsolicited proposal that was sent to NCDOT from a private entity.

Mr. Kimes gave an overview of the Cape Fear Memorial Bridge and the need to replace the aging infrastructure. He said that the 51-year-old, moveable span bridge was constructed in 1969. He noted that over time, NCDOT has been replacing most of its moveable span bridges. He added that a $15 million major rehabilitation was completed last year and that major rehabs are anticipated to be necessary every 10 years on the moveable span, and 20 years on the fixed span. In addition, yearly routine maintenance costs about half a million dollars per year currently and is subject to increased cost. He assured the Board that the bridge today is safe with major inspections every two years and a moveable span inspection yearly.

Mr. Kimes stated that the current four-lane bridge handles approximately 60,000 cars per day. He noted that the bridge is at or beyond capacity at present, and the volume is anticipated to increase to nearly 82,000 per day by 2045. During the last major rehab, NCDOT initiated a feasibility study for a high-level analysis of bridge replacement. Four options were considered as follows:

1. 65-foot fixed span (standard height requirement for the Intracoastal Waterway)  
2. 135-foot fixed span (with additional clearance to meet upriver industry needs)  
3. 65-foot moveable span (similar to today)
4. 65-foot moveable span with a rail component

Mr. Kimes explained that in order to accommodate the traffic, the replacement bridge will need to be a six-lane facility with 12-foot outside shoulders and a 22-foot wide inside median. He noted that proposed for the north side is a multi-use path, which has been successful in Surf City, and would address the current lack of a bicycle-pedestrian facility between New Hanover and Brunswick counties. The rail option would be on the opposite or south side of the bridge. A rough cost estimate shows that construction costs for a moveable span facility are more than double those for fixed spans, excluding maintenance costs.

Based on traditional methods for funding through NCDOT’s Prioritization Process, Mr. Kimes said that the likelihood of funding the replacement bridge in the next 10-year State Transportation Improvement Program (STIP) is highly improbable.

Chairman Piepmeyer pointed out that the unsolicited proposal provides an opportunity to fund the replacement of the bridge sooner and earlier in its lifespan.

Mr. Werner said that NCDOT received an unsolicited proposal for a public-private partnership with a construction mechanism, which can bring a project to fruition faster than traditional methods. He noted that the proposer, a team of construction and engineering firms supported by outside financial backers, would assume much of the risk involved with design, construction and maintenance of the project for a certain duration. However, the Department would retain ownership and oversight of the facility, and conduct inspections.

Mr. Werner clarified that NCDOT did not solicit this concept proposal and commented that it is not unusual for DOT to receive an unsolicited proposal. He pointed out that concept proposals may include items that are improbable for DOT, the MPO, or the public, such as the highly aggressive schedule for project delivery. He emphasized that the decision to support the proposal is a local, joint decision of the entire WMPO Board and NCDOT. If supported, further consideration of the details will be necessary as well as soliciting a competitive selection process.

Chairman Piepmeyer inquired about the time constraints for the unsolicited proposal. Mr. Werner responded that a decision would need to be made soon or the terms of the proposal would change.

Mr. Barfield pointed out that there is 10 years to work on prioritizing the bridge replacement and to maintain the bridge. He requested to hear both the pros and the cons of the proposal in regards to impact to the public. Mr. Werner responded that NCDOT desires to remain objective, and can only present the concepts of the proposal.

Mr. Williams pointed out that the MPO is being asked to consider the proposal of an idea, but not any particular vendor or other specifics.

Mr. Ellen inquired if indemnification from the Map Act lawsuits would cover the MPO with regard to this unsolicited proposal. Mr. Nichols responded that the unsolicited proposal is another matter entirely and that the legal risk would be considered separately.

Mr. Barfield expressed concerns regarding potential negative impacts.

Chairman Piepmeyer commented that it’s a big decision and expressed appreciation to NCDOT for the opportunity to consider the unsolicited proposal and to receive feedback from constituents.
Mr. Rivenbark expressed a desire to hear the idea.

Mr. Allen pointed out that the infrastructure is not keeping pace with the growth rate (population), and that any idea that addresses traffic flow needs to be considered.

Mr. Werner addressed Mr. Barfield’s concerns regarding local input by stating that local input is instrumental to prioritization. He added that the proposed concept for a toll project is a local decision. He noted that there are multiple exit points along the path of this proposal.

Mr. Zimmer asked Mr. Kimes to comment on the STIP versus a public-private partnership. Mr. Kimes said that based on revenues, NCDOT faces some hurdles regarding funding and capacity to handle new projects. He added that the tier that would need to fund this project would not cover the $200 million to $400 million rough estimate. He could not comment on the timeline for such a large-scale project in the STIP. Although maintenance will continue, it will need to occur more frequently and at a higher cost. He pointed out that this is the only bridge of its kind in the state and that replacement parts are difficult and costly to procure.

Mr. Werner said that the proposal recommends a 135-foot, fixed span replacement bridge similar to the feasibility study, which would modify the interchange on the west side at US-421 and downtown at S. Front Street. He reiterated that the development team proposes procurement via a progressive public-private partnership with multiple exit points throughout the process. The team also proposes to fully fund the environmental document, which would inform the NEPA documentation, and the team would be responsible for public outreach and stakeholder coordination, assist the Department in obtaining necessary permits, construct, operate and maintain the new facility, and demolish the old facility. The developer proposes to assume the risks of the NEPA document, permitting, design, construction, operation and maintenance costs, the schedule for on-time delivery and revenue to make the project viable.

Mr. Werner said that the team proposes an overall five-year program with a contract term of maintaining the facility for 50 years. After which time, operations and maintenance would transition to NCDOT. He noted that the team is a national caliber design and engineering entity with construction experience in North Carolina and on the coast. Additionally, the team commits to minimizing toll rates as much as possible, and to provide customer and invoicing services for the facility.

In response to an inquiry by Chairman Piepmeyer, Mr. Kimes said that NCDOT opened the Topsail Beach Bridge in two years. He reiterated that NCDOT would be responsible for the NEPA document, adding that NCDOT would provide oversight of products provided. He listed benefits of the unsolicited proposal as follows:

- Additional lanes,
- Bicycle and pedestrian connectivity across the bridge,
- Accelerated delivery schedule,
- Assumption of the financial and operational burdens,
- Potential job creation,
- Limited disruption of the local community,
- A low maintenance structure with a design life of 75 to 100 years

Mr. Barfield expressed concerns regarding the impact of tolls on the business and residential community. Mr. Werner responded that the proposal is a high-level concept that does not focus on
the impacts of tolling yet. He noted that some toll friendly options such as monthly options have been proposed.

Mr. Ellen expressed concerns regarding fielding questions from the public with insufficient details. Chairman Piepmeyer responded that the questions would be addressed only if this proposal moves forward.

Mr. Kozlosky stated that this presentation will be distributed to Board members after the meeting. He noted that in order to answer some of the questions, it will be necessary to support the concept. He added that some of the information in the proposal is confidential, such as toll rates. In order to be fair to everyone, the only way to answer those questions is for the Board to decide to move forward and take the next step to review the proposal in more detail.

Mr. Williams said that the Board can agree to endorse the idea, with the option of rejecting the plan.

Mr. Rivenbark pointed out that every solution that has been considered so far has been a toll facility because the gas tax can’t cover the expense, and that bridge users from elsewhere are used to paying tolls. Additionally, the toll may deter some traffic. However, there are numerous exit points to leave the process, and the Board needs to hear the proposal.

Mr. Rodger Rochelle, Chief Engineer of the North Carolina Turnpike Authority, gave an overview of the process to move forward if the MPO decides to support it. He noted that the NCDOT Board adopted a policy governing the procurement process for any public-private partnership, including those that originate from unsolicited proposals. He added that the Department may accept, reject or ignore any such proposal, and, if accepted, would publicly advertise procurement for any project resulting from an unsolicited proposal.

Mr. Rochelle said that there are six steps in the process to reach selection of a proposer and execution a comprehensive agreement. He noted that the unsolicited proposal has reached the half-way point of submission, NCDOT initial screening, and NCDOT advising proposal viability.

In response to an inquiry by Mr. Barfield, Mr. Rochelle said that at this point, any work necessary for the development of the environmental documents would be under the direct charge of DOT. Preliminary design would need to be done to complete the document.

For the final plan, NCDOT would take on the role of oversight and detailed review of any plans for construction put forth by the engineering team. Competitive procurement would be based on NCDOT’s and the MPO’s vision for the bridge to provide for less risk to the bidders. For example, the I-77 agreement incorporated 1,500 pages.

Mr. Rochelle noted that to give a balanced presentation as requested by Mr. Barfield, Mr. Werner covered the benefits of the proposal per the developer and he would cover the areas of risk that need to be considered.
For the final steps of the process, Mr. Rochelle described an overlapping, three-phase timeline for programming, planning and preliminary design, and procurement as follows:

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<th>Spring/Summer 2022</th>
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| 1) Programming  
- State and local Transportation Improvement amendments  
- Early public involvement as part of pre-screening assessment  
- Turnpike Authority’s sketch-level traffic and revenue forecast  
- Legislative needs  
- Secure PE funding | 2) Planning & Preliminary Design  
- Environmental NEPA documents  
- Scoping  
- Construction permits  
- Preliminary design | 3) Procurement (Interactive)  
- Bidders can propose alternate ideas  
- Interactive development of comprehensive agreement  
- Receive competitive bids  
- Select best value proposal  
- NCDOT Board and Local Government Commission approvals  
- Legislative reporting  
- Commercial close |

Mr. Rochelle listed three areas of potential risk:

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| - Preliminary engineering funds as part of the feasibility study  
- Expenses outpacing milestones  
- Bonus allocation uncertainty  
- Competitive pressure unknown  
- Lack of plan of finance certainty | - NEPA (historic district, etc.)  
- Navigational clearance  
- USACE, CAMA, USCG permits  
- Right of way  
- Considerable resources for procurement | - Permitting and regulatory agencies  
- Public acceptance of tolling to fund projects  
- Business community acceptance of tolling  
- Unknown toll rates during planning (tied to costs)  
- Legislative change(s) required to proceed  
- USDOT tolling approval |

Mr. Rochelle gave an overview of bonus allocation. He explained that there are bonus allocation dollars that can be used at the discretion of the MPO by virtue of accepting other funds beyond traditional funds such as those generated by tolling. He noted that the bonus allocation has a time limit of funds being authorized for projects within five years of financial close and must be used in the same county or counties as the location of the original project (Brunswick/New Hanover). He added that the amount of the bonus allocation is calculated based on either toll revenue debt (bonds sold to fund construction) or a USDOT low interest loan, toll supported loan or debt capped up to a maximum of $100 million.

Mr. Kimes said the next step for DOT to move forward rests on the MPO Board. He noted that in order to proceed, NCDOT would need support, which would be followed by continued analysis, and prescreening as discussed by Mr. Rochelle.
Mr. Ellen asked if the Board should be ready to vote on this at the July meeting. Chairman Piepmeyer responded that Board members should have the opportunity to discuss the unsolicited proposal with constituents and, when ready, place it on a future agenda.

Mr. Williams requested a deadline. Chairman Piepmeyer commented that it would need time to be vetted and for the public to provide input.

Mr. Zimmer agreed that some time is needed. Vice Chairman Miller concurred although more information is also needed. Mr. Williams commented that both his fellow commissioners and constituents need to be informed about the unsolicited proposal. He suggested the August agenda.

Chairman Piepmeyer clarified that today’s presentation is merely to inform the public with no intent to consider it today. Ms. Bozeman concurred with Mr. Williams. Mr. Barfield suggested that NCDOT give a presentation to his fellow commissioners. Mr. Allen concurred.

Chairman Piepmeyer recommended sending inquiries to Mr. Kozlosky.

Mr. Zimmer recapped that the MPO Board is asking constituents if they want more data. Mr. Kimes agreed that there is no more information to share until support is conveyed.

Mr. Rivenbark said he was ready to move forward with it.

Mr. Williams suggested putting it on the July agenda as a discussion item. Mr. Barfield and Ms. Hays debated whether this item could be included on New Hanover County’s agenda for its July or August board meeting.

In response to an inquiry by Ms. Hays, Mr. Kimes confirmed that today’s information is all that there is to be shared at this time, and that the process can be exited easily.

Mr. Rivenbark likened the next step to a feasibility study.

Vice-Chairman Miller made a motion to add an item to the next meeting’s agenda (July 28) to give NCDOT some direction. Mr. Allen seconded the motion. Mr. Miller pointed out that Chairman Piepmeyer would be absent at the Board’s next meeting.

Mr. Kozlosky called the roll and the Board responded as follows:

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

**Absent:** Neil Anderson.

The motion carried 11-1. (Mr. Barfield voted “Nay.”)

Chairman Piepmeyer expressed appreciation to NCDOT.

**b. 2021 Bike Month Results- Nick Cannon, WMPO**

Mr. Cannon gave a presentation on the results from this year’s annual Go Coast Bike Month, which took place during the national bike month of May. He noted that Bike Month was promoted heavily on social media, mass communication (email blast) via Constant Contact, and by press release. He added that participants were able to sign up online, track bicycle rides during the month and report them to Go Coast.
Results are as follows:

- 121 participants
- 800 trips by bicycle (500 commuting, 300 for leisure or exercise)
- 4,922 total miles ridden

Mr. Cannon gave a brief overview of most popular routes and highest participating employers.

7) Consent Agenda

a. Approval of Board Meeting Minutes from May 26, 2021
b. Resolution approving the 2020-2029 STIP/MPO TIP Amendments 21-3
c. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-4
d. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-5
e. Resolution adopting an amendment to the Go Coast Transportation Demand Management Committee Bylaws
f. Resolution adopting Targets for the Public Transportation Safety Plan Performance Measures
g. Resolution supporting the North Carolina State Ports Authority’s Grant Application to fund a new North Gate at the Port of Wilmington

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


8) Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-6

Mr. Kozlosky stated that this item is for information purposes only and will be brought back for consideration at the Board’s next meeting.

b. FY 22 Unified Planning Work Program

Ms. Lorenzo reminded the MPO Board that it approved the FY22 Unified Planning Work Program (UPWP) in March, which included $200,000 for special studies requested by WMPO member jurisdictions. These studies include a collector street plan for the Town of Navassa, a bicycle and pedestrian plan for the Town of Kure Beach, and a transit feasibility study for northern Brunswick County requested by the towns of Leland and Navassa.

Ms. Lorenzo stated that staff began discussions with Kure Beach and Navassa regarding scoping of their respective requests. However, discussions regarding the transit feasibility study was placed on hold when NCDOT Consolidation and Coordination of Public Transportation systems funding (concept funding) for a micro transit program between northern Brunswick County and New Hanover County was bought forward by the Cape Fear Public Transportation Authority and Brunswick Transit System. This pilot program would provide an opportunity to monitor transit demand in northern Brunswick County in real time, as well as re-establish the connection between Brunswick and New Hanover counties. The Brunswick consortium: Town of Leland, the Town of Navassa and Brunswick County, are in support of the pilot program. Thus, the need for a transit study for northern Brunswick County no longer exists in the MPO’s budget.
While the pilot program was under consideration, MPO staff identified potential additional needs in place of the $100,000 originally designated for the transit study as follows:

- Additional $15,000 for the Kure Beach Bicycle and Pedestrian Plan
- $2,000 for a part-time GIS Intern to assist cleaning up existing data
- $2,500 to complete the MPO strategic plan that was started in FY21

Ms. Lorenzo said that the TCC discussed and recommends these modifications. If supported by the MPO Board, staff will bring back an amendment to the UPWP for consideration at the next meeting.

9) 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.

10) Announcements
   a. Coronavirus Response & Recovery Supplemental Appropriations Act Applications Due—August 9, 2021

   Mr. Kozlosky reminded the Board that it adopted the submittal guidelines and application for the Coronavirus Response & Recovery Supplemental Appropriations Act (CRRSAA) funds of which the MPO received about $1.3 million. He noted that no match is required. He added that applications are due August 9 with a pre-application deadline of July 9 (recommended but optional).

   In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky stated that no applications have been received yet, although several inquiries have been made.

   Mr. Ellen stated that Kure Beach will be submitting an application.

   b. Next MPO Board meeting – July 28, 2021

   Mr. Ellen noted that during Bike Month the Tour de Blueberry was held in Burgaw. He pointed out that he was the oldest person to finish the 66-mile ride. Chairman Piepmeyer expressed congratulations.

   In response to an inquiry by Mr. Rivenbark, Mr. Kozlosky said that staff intends to return to holding meetings at 320 Chestnut Street. He noted that the meeting location is the Board’s prerogative.

   Chairman Piepmeyer said that today’s meeting is at the Convention Center in anticipation of high in-person attendance. Mr. Rivenbark asked about remote capability at the other venue. Mr. Kozlosky responded that if the MPO Board decides to continue remote capability, once the Governor rescinds the Corona virus relief legislation, the Board will need to adopt a policy to allow remote meetings.

   Chairman Piepmeyer encouraged in-person meeting participation. He requested feedback for the Board regarding continuing the remote option. Mr. Miller agreed that in-person should be the preferred practice. Mr. Williams pointed out that another of the boards on which he serves adopted a policy to limit remote participation and allowable reasons for it.
11) **Adjournment**

Mr. Rivenbark made a motion to adjourn the meeting, seconded by Mr. Williams. 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, and Eulis Willis. **Nays:** None.

**Absent:** Neil Anderson and Landon Zimmer.

The meeting was adjourned at 4:57 p.m.

Respectfully submitted,

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

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*THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.*  
*THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.*
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* TM-0036

**STIP Category**

**Public Trans**

**STIP/MPO TIP Programs**

*Proposed Revisions to 2020-2029 STIP/MPO TIP Programs*

*July 2021*
Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STATEWIDE PROJECT
STIP MODIFICATIONS
VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.
ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.

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* C-5600 STATEWIDE EXEMPT PROJ.CATEGORY

STATEWIDE PROJECT
STIP MODIFICATIONS

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Description</th>
<th>Funding Details</th>
</tr>
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<tbody>
<tr>
<td></td>
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</table>
## STATEWIDE PROJECT

### STIP MODIFICATIONS

Various CMAQ projects to improve air quality across multiple nonattainment and maintenance areas. Add engineering, right-of-way, construction, implementation, and operations in FY 21 and FY 22 not previously programmed.

<table>
<thead>
<tr>
<th>Year</th>
<th>CMAQ</th>
<th>L</th>
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</thead>
<tbody>
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<tr>
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### ENGINEERING

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<tr>
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<tr>
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### RIGHT-OF-WAY

<table>
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<tr>
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<tr>
<td>FY 2022</td>
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### CONSTRUCTION

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<tr>
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### IMPLEMENTATION

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<th>Year</th>
<th>CMAQ</th>
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<tr>
<td>FY 2022</td>
<td>$118,000</td>
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### OPERATIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>CMAQ</th>
<th>L</th>
<th>Amount</th>
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<tbody>
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<tr>
<td>FY 2022</td>
<td>$118,000</td>
<td>$29,000</td>
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</table>

Total: $4,404,000
STIP MODIFICATIONS

PROPOSED REVISIONS TO 2020-2029 STRP/MPG TIP PROGRAMS

Proposal Revisions to 2020-2029 STRP/MPG TIP Programs

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

July 2021

STIP/MPG TIP Modification #21-6
### Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

#### STIP MODIFICATIONS

<table>
<thead>
<tr>
<th>Project Category</th>
<th>New Hanover - Wilmington Urban Area Metropolitan Planning Organization</th>
<th>Proposed Revisions to 2020-2029 STIP/MPO TIP Programs</th>
</tr>
</thead>
</table>

**STIP/MPO TIP Modification #21-6**

- **Carolina Beach, Construct new Traffic Signal, Design, Delay Right-Of-Way from FY 21 to FY 22.**
  - To allow additional time for planning and engineering.
  - **Right-Of-Way:**
    - **FY 2021 - (S)**: $314,000
    - **FY 2022 - (S)**: $32,000
    - **FY 2022 - (BGDA)**: $32,000
    - **FY 2022 - (S)**: $8,000
    - **FY 2022 - (S)**: $14,000
    - **FY 2022 - (S)**: $4,000

**STIP MODIFICATIONS**

- **STIP/MPO TIP Modification #21-6**

**June 2021**

- **Wilson Area**
  - **Stip/Mpo TIP Modification #21-6**

**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

- **Right-Of-Way:**
  - **FY 2021 - (S)**: $314,000
  - **FY 2022 - (S)**: $32,000
  - **FY 2022 - (BGDA)**: $32,000
  - **FY 2022 - (S)**: $8,000
  - **FY 2022 - (S)**: $14,000
  - **FY 2022 - (S)**: $4,000
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD

RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-6 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 #21-6.

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 #21-6.

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

______________________________
David Piepmeyer, Chair

______________________________
Mike Kozlosky, Secretary
II-A-10 Mapping - Based on anticipated expenditures, the line item increased by $2,000.

III-D-3 Special Studies: Consultant - Strategic Plan Update - Based on anticipated expenditures, the line item increased by $2,500.

III-D-3 Special Studies: Consultant - N Brunswick County Transit Study - Based on anticipated expenditures, the line item decreased by $19,500.

III-D-3 Special Studies: Consultant - Kure Beach Bike Plan - Based on anticipated expenditures, the line item increased by $15,000.
<table>
<thead>
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<td>LOCAL NCDOT FTA Total</td>
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<td>$673,852</td>
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WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD

RESOLUTION APPROVING AMENDMENT #1 TO THE FISCAL YEAR 2022 UNIFIED PLANNING WORK PROGRAM

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

WHEREAS, the Fiscal Year (FY) 2022 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 31, 2021; and

WHEREAS, the need for amendments to the FY 2022 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2022; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2022 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2022 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #1 to the FY 2022 Unified Planning Work Program.

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

__________________________________________
David Piepmeyer, Chair

__________________________________________
Mike Kozlosky, Secretary
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:

<table>
<thead>
<tr>
<th>Statewide Level (40% of total revenue funding)</th>
<th>Regional Level (30% of total revenue funding)</th>
<th>Division Level (30% of total revenue funding)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects of statewide significance will receive 40% of the available revenue funding.</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>The project selection process will be 100% data-driven/quantitative scoring.</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Prioritization 6.0 Quantitative Score</th>
<th>Wilmington MPO and NCDOT Div. 3 Coordination</th>
<th>Consistency with Plans</th>
<th>Status of Project in Development</th>
<th>Inclusion in Adopted Strategic Business Plan</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 500)</td>
</tr>
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</table>

**Prioritization 6.0 Quantitative Score**- The Prioritization 6.0 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:
## 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 eligible non-highway modes in the Regional Impact and Division Needs categories. 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 eligible 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 rational 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](http://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 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

<table>
<thead>
<tr>
<th>Prioritization 6.0</th>
<th>Wilmington MPO and NCDOT Div. Coordination</th>
<th>Consistency with Plans</th>
<th>Status of Project in Development</th>
<th>Inclusion in Adopted Strategic Business Plan</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 500)</td>
</tr>
</tbody>
</table>

Project X

Local Input point Assignment Results

<table>
<thead>
<tr>
<th>Draft Local Input Point Assignment</th>
<th>Deviation Notes (if applicable)</th>
<th>Final Local Input Point Assignment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project X</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
</tr>
</tbody>
</table>

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.
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD
RESOLUTION APPROVING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION’S LOCAL INPUT METHODOLOGY FOR PRIORITIZATION 6.0

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 Strategic Transportation Investments 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; and

WHEREAS, under this formula, all modes compete for the same funding; and

WHEREAS, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers have the ability to assign local input points to projects in the Regional and Division tiers; and

WHEREAS, MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology; and

WHEREAS, Session Law 2012-84 (Senate Bill 890) requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 6.0.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the Wilmington Urban Area MPO’s Local Input Methodology for Prioritization 6.0.

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

__________________________
David Piepmeyer, Chair

__________________________
Mike Kozlosky, Secretary
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD

RESOLUTION SUPPORTING / NOT SUPPORTING THE EXPLORATION OF A POTENTIAL PUBLIC-
PRIVATE PARTNERSHIP IN ORDER FOR THE NCDOT AND WMPO TO GATHER ADDITIONAL
INFORMATION ON THE CONCEPT OF REPLACEMENT OF THE CAPE FEAR MEMORIAL BRIDGE
AS A POTENTIAL TOLL FACILITY

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

WHEREAS, the Cape Fear Memorial Bridge was constructed in 1969 and is currently a 51-year-old structure; and

WHEREAS, the Cape Fear Memorial Bridge currently carries over 60,000 vehicles per day with a 2045 projected volume of 81,900 vehicles per day; and

WHEREAS, the North Carolina Department of Transportation (“NCDOT” or “Department”) completed a feasibility study in 2020 that evaluated four potential options for the replacement of the Cape Fear Memorial Bridge (65’ fixed span, 135’ fixed span, 65’ movable span, and 65’ movable span with rail); and

WHEREAS, under traditional funding mechanisms, it is unlikely that the replacement of the Cape Fear Memorial Bridge will be programmed for funding in the next 10-year State/MPO Transportation Improvement Program cycle; and

WHEREAS, in November 2020, the NCDOT received an unsolicited proposal from a private firm for a potential public-private partnership to replace the Cape Fear Memorial Bridge; and

WHEREAS, the unsolicited proposal submitted to NCDOT includes a proposed toll component in order to advance construction of the potential replacement bridge on an accelerated schedule; and

WHEREAS, the NCDOT’s Public Private Partnerships Policy & Procedures (“PPP Policy & Procedures”), adopted in January 2014, outlines the Department’s process for evaluation and consideration of unsolicited proposals that it receives, including a competitive procurement process if there is a desire to move forward with the concept; and

WHEREAS, based upon PPP Policy & Procedures, the Department reserves the right to withdraw from the proposal review and evaluation process at any time prior to the actual authorized execution of a final development agreement by all parties; and

WHEREAS, the NCDOT has requested the WMPO to indicate the WMPO’s position on whether to move forward with the next steps of the proposal review and evaluation process in further evaluating the possibility of replacing the Cape Fear Memorial Bridge through a potential public-private partnership; and

WHEREAS, the NCDOT has indicated that it does not plan to move forward with further study and evaluation of the unsolicited proposal pursuant to PPP Policy & Procedures without support from the WMPO for such further study and evaluation; and

WHEREAS, the NCDOT has further indicated that it will not move forward with additional study, review and evaluation steps as outlined in the PPP Policy & Procedures without the continued support of the WMPO throughout the process.
[OPTION 1:]

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the NCDOT and WMPO moving forward with further review and evaluation of the concept of a potential public-private partnership for the replacement of the Cape Fear Memorial Bridge as a potential toll facility.

[OPTION 2:]

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby does not support the NCDOT and WMPO moving forward with further review and evaluation of the concept of a potential public-private partnership for the replacement of the Cape Fear Memorial Bridge as a potential toll facility.

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

____________________________
David Piepmeyer, Chair

____________________________
Mike Kozlosky, Secretary
STIP MODIFICATIONS

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

(Proposed Revisions to 2020-2029 STIP/MPO TIP Programs)

[Table with details]

- US 17, US 17 FROM SR 162 (WASHINGTON ACRES TO VISTA LANE). CONVERT TO SUPERSTREET.

- DESCRIPTION REvised TO MATCH THE SCOPE OF THE PROJECT.

- PROJECT MODIFICATION PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.

- DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO BOUNDARY AND IS NOW A JUMPO PROJECT.

- REGIONAL METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION - GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - NEW HANOVER COUNTY - BRUNSWICK COUNTY - PENDER COUNTY - ONslow COUNTY - UNTS"
Proposed Revisions to 2020-2029 STIP/MPO Tip Programs
STIP/MPO TIP Modification #21-7

**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Grand Strand Metropolitan Planning Organization</th>
<th>Wilmington Urban Area Metropolitan Planning Organization</th>
<th>Jacksonville Urban Area Metropolitan Planning Organization</th>
<th>Mid-Carolina Rural Planning Organization</th>
<th>Eastern Carolina Rural Planning Organization</th>
<th>Cape Fear Rural Planning Organization</th>
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<tbody>
<tr>
<td><strong>Construction FY 2020 - $20,000 (HSIP)</strong></td>
<td>Brunswick County Planning Organization</td>
<td>Wilmington Urban Area Metropolitan Planning Organization</td>
<td>Jacksonville Urban Area Metropolitan Planning Organization</td>
<td>Mid-Carolina Rural Planning Organization</td>
<td>Eastern Carolina Rural Planning Organization</td>
<td>Cape Fear Rural Planning Organization</td>
</tr>
<tr>
<td><strong>Construction FY 2020 - $15,000 (HSIP)</strong></td>
<td>New Hanover County Planning Organization</td>
<td>Wilmington Urban Area Metropolitan Planning Organization</td>
<td>Jacksonville Urban Area Metropolitan Planning Organization</td>
<td>Mid-Carolina Rural Planning Organization</td>
<td>Eastern Carolina Rural Planning Organization</td>
<td>Cape Fear Rural Planning Organization</td>
</tr>
</tbody>
</table>

**STATEWIDE**

- Brunswick County Planning Organization
- New Hanover County Planning Organization
- Wilmington Urban Area Metropolitan Planning Organization
- Jacksonville Urban Area Metropolitan Planning Organization
- Mid-Carolina Rural Planning Organization
- Eastern Carolina Rural Planning Organization
- Cape Fear Rural Planning Organization

**REGIONAL**

- Brunswick County Planning Organization
- New Hanover County Planning Organization
- Wilmington Urban Area Metropolitan Planning Organization
- Jacksonville Urban Area Metropolitan Planning Organization
- Mid-Carolina Rural Planning Organization
- Eastern Carolina Rural Planning Organization
- Cape Fear Rural Planning Organization

**PROJ.CATEGORY**

- Statewide
- Proposition
- Regional
- Projections

**BOUNDARY AND IS NOW A JUMPO PROJECT**

- Due to the expansion of the Jacksonville Urban Area MPO (JUMPO) boundary, project is no longer within the Down East RPO boundary and is now a JUMPO project.

**VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS**

- Proposed revisions to 2020-2029 STIP/MPO TIP programs.

**CONSTRUCTION FY 2020 - $20,000 (HSIP)**

- Brunswick County Planning Organization
- New Hanover County Planning Organization
- Wilmington Urban Area Metropolitan Planning Organization
- Jacksonville Urban Area Metropolitan Planning Organization
- Mid-Carolina Rural Planning Organization
- Eastern Carolina Rural Planning Organization
- Cape Fear Rural Planning Organization

**CONSTRUCTION FY 2020 - $15,000 (HSIP)**

- Brunswick County Planning Organization
- New Hanover County Planning Organization
- Wilmington Urban Area Metropolitan Planning Organization
- Jacksonville Urban Area Metropolitan Planning Organization
- Mid-Carolina Rural Planning Organization
- Eastern Carolina Rural Planning Organization
- Cape Fear Rural Planning Organization

**PROJ.CATEGORY**

- Statewide
- Proposition
- Regional
- Projections
STIP MODIFICATIONS

DELETIONS

HIGHWAY FUNDS

DELETIONS TO BE ACCOMPANYING STATE CONSTRUCTION FY 2021 - $4,100,000 (NHPB)

NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK. COUNTY INSTALL SHOULDER RUMBLE STRIPS.

DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO BOUNDARY AND IS NOW A JUMPO PROJECT.

STIP DELETIONS

REGIONAL PROJ.CATEGORY

NEW HANOVER - WILMINGTON URBAN AREA

- JACKSONVILLE URBAN AREA

- CAPE FEAR RURAL PLANNING ORGANIZATION

- WILMINGTON URBAN AREA

- ONslow

REGIONAL PROJ.CATEGORY

NEW HANOVER - WILMINGTON URBAN AREA

- JACKSONVILLE URBAN AREA

- CAPE FEAR RURAL PLANNING ORGANIZATION

- WILMINGTON URBAN AREA

- W-8503

REGIONAL PROJ.CATEGORY

NEW HANOVER - WILMINGTON URBAN AREA

- JACKSONVILLE URBAN AREA

- CAPE FEAR RURAL PLANNING ORGANIZATION

- WILMINGTON URBAN AREA

- W-8503

CONSTRUCTION FY 2021 - $4,100,000 (NHPB)

CONSTRUCTION FY 2022 - $4,950,000 (NHPB)

STIP MODIFICATIONS

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

(Proposed)

Revisions to 2020-2029 STIP/MPO TIP Programs

July 2021

STIP/MPO TIP Modification #21-7
What is a State Transportation Improvement Program (STIP)?

The STIP, or Strategic Transportation Improvement Program, is a multi-year capital improvement document that determines the scheduling and funding of construction projects across the state over a minimum of four years as required by Federal law. North Carolina's STIP covers a 10-year period, with the first six years (2020-2025) referred to as the delivery STIP and the latter four years (2026-2029) as the developmental STIP.

North Carolina's STIP is updated every two years and developed in concert with federal and state revenue forecasts, the North Carolina Department of Transportation's (NCDOT) Strategic Prioritization Process, and project development timetables. STIPs must:

- Be submitted in accordance with Federal rules
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include Metropolitan Transportation Planning Organizations (MPOs) for approval at least every 4 years
- Be recession-proofed by year
- Include metropolitan TIPs from MPOs
- Provide public comment opportunity on STIP document
- Include the following information:
  - Responsible agency (such as municipality)
  - Federal funds to be obligated
  - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
  - Project description and termini
- Be submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval at least every 4 years
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include metropolitan TIPs from Metropolitan Planning Organizations
- Provide public comment opportunity on STIP document
- Include the following information:
  - Responsible agency (such as municipality)
  - Federal funds to be obligated
  - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
  - Project description and termini

The STIP is a multi-year capital improvement document which determines the scheduling and funding of construction projects across the state over a minimum of four years as required by Federal law.
NCDOT uses the major source of funds for transportation improvements. Federal Funds and State Highway Trust Funds are used for capital improvements while the Highway Fund is used for maintenance activities. The chart below illustrates these funds and their sources.
Performance Management Targets

NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The NCDOT anticipates meeting their identified targets with the State funded Highway Maintenance Improvement Program (HMIP) and the mix of projects included in the STIP aided by the Strategic Transportation Investments Prioritization and Programming process. The HMIP is a State funded program of projects that are programmed outside of the STIP.

In North Carolina, pavement and bridge performance is primarily impacted through state-funded programs that are managed outside the STIP. The Department's HMIP identifies planned maintenance activities for a five-year time period, which includes pavement, bridge, and other general maintenance projects across our entire roadway network. The amount of funding provided through these state-funded programs is roughly equivalent to the amount of state and federal funding programmed in the STIP over the same time period. In relation to NHS specific routes, the STIP includes some specific federal funding for interstate pavement and bridge maintenance through the Highway Safety Improvement Program (HSIP) that is primarily for non-NHS bridges. Federal funding for bridges included in the STIP is applied primarily to non-NHS bridges. While the STIP can have an impact on the condition of our NHS pavements and bridges, the majority of the funding impacting the condition of our pavements and bridges is managed outside the STIP.

How is the STIP organized?

The transportation program in the STIP is organized by the 14 transportation divisions. Each Division section includes a funding source reference table and is divided between projects included in the STIP and other projects outside the STIP.

The NCDOT has established performance management targets for infrastructure condition, emissions, and freight movement. The HMIP is a State funded program of projects that are programmed outside the STIP. The NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)) and performance management targets for freight movement (established in the Strategic Freight Safety Plan (SFSP)) for the providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan.
Projects are further subdivided by category: interstate, rural, urban, bridge, municipal bridge, bicycle and pedestrian, congestion mitigation, highway safety improvement program, ferry, passenger rail, and roadside environmental. Interstate, rural, urban, bridge, and ferry projects are described by route number. Municipal bridge, bike and pedestrian projects are listed by city or county. Congestion mitigation and passenger rail projects are listed alphabetically by city or county. Highway safety improvement program projects may be listed by route, city or county. The Public Transportation program list projects first by the transportation partners and providers then by identification numbers.

Projects are also listed by the STI category they are funded from, i.e., by Statewide Mobility, Regional Impact, or Division Needs. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C)) are listed by Fiscal Year along with their costs and anticipated funding sources. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C)) are listed by Fiscal Year along with their costs and anticipated funding sources.

All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases. The planning and design phases are also subject to change. Projects are listed by the STI category they are funded from. The STI category is listed by Fiscal Year along with their costs and anticipated funding sources. Projects are also subject to change.
The results of the P5.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over a 10-year time frame, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

Public Involvement – Draft STIP

After the release of the Draft STIP in January 2019, each of NCDOT’s 14 transportation divisions hosted a week-long open house between February 15 and April 15, 2019. Each open house allowed participants to study maps of projects in the Draft STIP and collect feedback. Additionally, multiple public opportunities were available beyond the development of the Draft STIP. During the STIP development, citizens were informed about projects that would be funded and consulted for input. These activities were supported by multiple public input opportunities including the Draft STIP implementation process.

Consultation was conducted with stakeholders groups throughout the state, and direct mailings were sent to encourage participation. Multi-modal feedback sessions were held to ensure accessibility and understanding. The P5.0 process included a provision to exempt select projects (Transition Period Projects) scheduled to be obligated for construction prior to July 1, 2015. These projects were considered for funding in the budget period, which was adjusted for anticipated delays. The P5.0 process also included a provision to extend funding for projects that were not funded in the previous years. Funding needs for both the transition and committed projects were accounted for when budgeting for other projects.
On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations may be made without the standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS at the time of the revocation. Therefore, the Research Triangle Region and the Rocky Mount Region made conformity determinations as required by the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.

The Research Triangle Region and the Rocky Mount Region were required to develop a new MTP, a new conformity analysis, and a new TIP consistent with the new MTP. The new TIP must be developed by the MPO to ensure that transportation projects that receive federal funding do not negatively impact an area's ability to meet air quality goals. Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the US Environmental Protection Agency (EPA). If the calculated emissions are less than the budget, the area can make a conformity finding. If the calculated emissions exceed the budget, the area may be subject to lapse. A lapse can delay projects and potentially lead to the disapproval of the MTEM Plan or the MTEP Plan by the US EPA.

In the Research Triangle Region and the Rocky Mount Region, transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS at the time of the revocation.

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**North Carolina 2008 Ozone Maintenance Area Requiring a REA**

<table>
<thead>
<tr>
<th>Region</th>
<th>Ozone Region</th>
<th>8-Hour Pollutant(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrolina</td>
<td>Union (Partial)</td>
<td>8-Hour Ozone</td>
</tr>
<tr>
<td>Rowan (Partial)</td>
<td>8-Hour Ozone</td>
<td></td>
</tr>
<tr>
<td>Cabarrus (Partial)</td>
<td>8-Hour Ozone</td>
<td></td>
</tr>
<tr>
<td>Gaston (Partial)</td>
<td>8-Hour Ozone</td>
<td></td>
</tr>
<tr>
<td>Iredell (Partial)</td>
<td>8-Hour Ozone</td>
<td></td>
</tr>
<tr>
<td>Lincoln (Partial)</td>
<td>8-Hour Ozone</td>
<td></td>
</tr>
<tr>
<td>Mecklenburg</td>
<td>8-Hour Ozone</td>
<td></td>
</tr>
<tr>
<td>Rowan (Partial)</td>
<td>8-Hour Ozone</td>
<td></td>
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<tr>
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<td>8-Hour Ozone</td>
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North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

**Region Counties**

**Pollutant(s)**

8-Hour Ozone

- Chatham (Partial)
- Durham
- Franklin
- Granville
- Johnston
- Person
- Wake
- Wake (Partial)
- Person (Partial)
- Granville
- Johnston
- Franklin
- Chatham (Partial)

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Public Transportation Project Funding

The projects listed in the STIP are funded from different FTA, FHWA and State Funds. Many requiring a state and/or local funding match. Annually, the NCDOT Public Transportation Division (PTD) conducts a call for projects to provide state funds to assist in meeting these match requirements. The amount available for state match is limited to the amount provided in the approved state budget for that year.

<table>
<thead>
<tr>
<th>Region</th>
<th>Pollutant(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Triad</td>
<td>Washington, Mecklenburg, Lincoln, Forsyth (Partial), Gaston, Cabarrus</td>
</tr>
<tr>
<td>Region</td>
<td>Pollutant(s)</td>
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</table>
FTA program funding amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to distribute funding to qualifying sub-recipients. Most funding within an MPO with a population of 200,000 or greater is managed directly by the MPO. The MPO develops projects that appear in the STIP from the apportioned funds received directly from FTA. NCDOT allocates federal funds to small urban areas less than 200,000 population and rural areas of the state. These MPOs develop projects that appear in the STIP within the allocated amount received from NCDOT, including unspent prior year funding. For rural areas, NCDOT applies directly to FTA for project funding on behalf of rural serving transportation systems. NCDOT develops projects in rural areas that appear in the STIP within the total Federal and State apportioned amount, including unspent prior year funding.

The following Federal Funded projects managed by NCDOT appear in the STIP:

A. Metropolitan Planning and Statewide Planning Program (Section 5303 / 5304)

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs that reflect transportation investment priorities. These planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding to MPOs.

PTD Goals:

- 5303 – Create a fair and equitable distribution of planning funds to urbanized areas (UZAs) and non-urbanized planning areas (NUZAs) and related transit planning on a regional and inter-regional scale.
- 5304 – Provide for the coordination of planning and technical studies.

B. Urban Area Formula Program (Section 5307)

Makes Federal resources available to qualifying areas for transit capital, operating assistance, and transportation planning in MPOs urbanized areas with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census.

PTD Goals:

- 5307 Governor's Apportionment (GA) – Work with eligible MPO areas to ensure funding is fair and equitably distributed and the needs of larger 5311 recipients are met.
- 5307 Large Urbanized Areas – Work with eligible MPO areas to ensure funding is fair and equitably distributed and the needs of smaller 5311 recipients are met.

C. Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation options. This program supports transportation services related to elderly and disabled individuals and individuals with disabilities in all areas – large, urbanized (over 200,000 population), small urbanized (50,000-200,000 population), and rural (under 50,000 population). These programs provide both traditional and nontraditional capital investments and transportation services.

PTD Goal:

- Support transportation of seniors and persons with disabilities in small urbanized areas (50,000-200,000 population) and rural North Carolina (less than 50,000 population).

D. Rural Formula Grant Program (Section 5311)

Provides funding for rural areas that appear in the MPD within the total Federal and State apportioned amount. Funding is provided to Non-urbanized areas (NUZAs) and non-urbanized planning areas (NUZAs) and related transit planning on a regional and inter-regional scale. NCDOT uses these apportionments to distribute funding to qualifying rural serving transportation systems. NCDOT develops projects in rural areas that appear in the STIP within the total Federal and State apportioned amount, including unspent prior year funding.
T-9

Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus (5311F) and Appalachian Development Transportation Assistance Program (ADTAP). North Carolina is one of 13 states receiving the Appalachian Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Mitchell, Polk, Rutherford, Surry, Swain, Transylvania, Union, Watauga, Wilkes, Yadkin, and Yancey.

PTD Goals:
• Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
• Enhance access to health care, shopping, education, emergency medical services, and other areas.
• Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.

E. Bus and Bus Facilities Program (Section 5339)
Provides capital funding to replace, rehabilitate, and purchase buses and related equipment and construct bus-related facilities.

PTD Goal:
• Support the small urban and statewide funding program to provide capital funds to replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities.

Project Descriptions
The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not exceed the consideration of alternatives in the NEPA process of other project development studies. In an effort to not unduly influence the outcome of NEPA studies, the descriptions used for the Program - B budget Forecast state the overall concept of the project and the overall benefits anticipated. As the NEPA process defines a recommended alternative, the project descriptions will be refined as the NEPA process develops a preferred alternative.

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicle fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway User Tax (HUT) on vehicles. Federal transportation revenues are derived from a General Fund (2731F) and Assistance Programs (RTAP), mostly a Highway User Tax (HUT) on vehicles. North Carolina’s total transportation funding consists of roughly 75 percent state revenues and 25 percent federal.

Transportation Revenue Forecast

North Carolina's total transportation funding consists of roughly 75 percent state revenues and 25 percent federal.
Federal Transportation Funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The passage of S.L. 2015-2 / S20 altered the variable rate formula starting April 1, 2015. The new variable rate formula is based on changes in population and the Consumer Price Index for Energy (CPI-E) beginning on January 1, 2017. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. Fuel consumption is affected by the economy, which are determined by world markets and economic conditions. Volumes also affect fuel taxes and alter vehicle fuel efficiency. Federal transportation projects, such as highways and transit, are subject to overall federal budget constraints and federal obligations. The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and federal obligations.

Federal Aid Program

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<table>
<thead>
<tr>
<th>Category</th>
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<th>1.998</th>
<th>Total Apportionment</th>
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<td>Federal Funds</td>
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<tr>
<td>Freight</td>
<td>10</td>
<td>40</td>
<td>50</td>
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<tr>
<td>Highway Safety Improvement</td>
<td>60</td>
<td>64</td>
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<tr>
<td>Surface Transportation Program</td>
<td>2</td>
<td>328</td>
<td>330</td>
</tr>
<tr>
<td>Congestion Mitigation</td>
<td>69</td>
<td>55</td>
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<td>Metropolitan Planning</td>
<td>8</td>
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<td>11</td>
</tr>
<tr>
<td>TAP</td>
<td>2</td>
<td>22</td>
<td>24</td>
</tr>
<tr>
<td>Rail Hwy Crossing</td>
<td>2</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>National Highway Performance</td>
<td>6</td>
<td>655</td>
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<tr>
<td>Funds</td>
<td>164</td>
<td>655</td>
<td>819</td>
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Federal Aid Construction Program - FY 2020
<table>
<thead>
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<th>Category</th>
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<th>State Matching Funds</th>
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<tr>
<td>National Highway Performance Program</td>
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<td>164</td>
<td>819</td>
</tr>
<tr>
<td>Rail Hwy Crossing</td>
<td>7</td>
<td>2</td>
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<tr>
<td>Statewide Planning</td>
<td>16</td>
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<td>21</td>
</tr>
<tr>
<td>TAP</td>
<td>22</td>
<td>6</td>
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<tr>
<td>Metropolitan Planning</td>
<td>6</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>Research Development</td>
<td>5</td>
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<tr>
<td>Congestion Mitigation</td>
<td>55</td>
<td>6</td>
<td>61</td>
</tr>
<tr>
<td>Surface Transportation Program</td>
<td>328</td>
<td>82</td>
<td>410</td>
</tr>
<tr>
<td>Highway Safety Improvement</td>
<td>40</td>
<td>2</td>
<td>42</td>
</tr>
<tr>
<td>Total</td>
<td>1,198</td>
<td>300</td>
<td>1,498</td>
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Proposed Use of FFY 2021 Obligation Authority

The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing future revenues. Advance construction eliminates the need to set aside full obligation authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of larger projects, while maintaining obligation authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program. NCDOt uses AC both to support its GARVEE Bond program and to assist in its cash management. The table below provides our AC balances in 2020 and shows the anticipated balances through 2023.
In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. Below is a summary of the GARVEE bond issuances and debt service requirements.

<table>
<thead>
<tr>
<th>Year</th>
<th>AC Beginning Balance</th>
<th>New AC - Programmed in STP</th>
<th>AC Converted</th>
<th>AC Ending Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td></td>
<td></td>
<td></td>
<td>$5,505,000</td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
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<td>$5,095,000</td>
</tr>
<tr>
<td>2022</td>
<td></td>
<td></td>
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<td>$5,095,000</td>
</tr>
<tr>
<td>2023</td>
<td></td>
<td></td>
<td></td>
<td>$5,095,000</td>
</tr>
</tbody>
</table>

Dollars in Thousands
<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Proceeds Including Premium</th>
<th>Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>$299.80</td>
<td>$5.06</td>
</tr>
<tr>
<td>2009</td>
<td>$364.90</td>
<td>$59.84</td>
</tr>
<tr>
<td>2010</td>
<td>$263.14</td>
<td>$67.16</td>
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<td>2011</td>
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</tr>
<tr>
<td>2012</td>
<td>$300.54</td>
<td>$95.38</td>
</tr>
<tr>
<td>2013</td>
<td>$100.00</td>
<td>$95.38</td>
</tr>
<tr>
<td>2014</td>
<td>$253.15</td>
<td>$99.38</td>
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<tr>
<td>2015</td>
<td>$719.04</td>
<td>$95.91</td>
</tr>
<tr>
<td>2016</td>
<td>$131.63</td>
<td>$131.64</td>
</tr>
<tr>
<td>2017</td>
<td>$131.64</td>
<td>$131.63</td>
</tr>
<tr>
<td>2018</td>
<td>$131.63</td>
<td>$131.64</td>
</tr>
<tr>
<td>2019</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2020</td>
<td>$131.63</td>
<td>$131.64</td>
</tr>
<tr>
<td>2021</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2022</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2023</td>
<td>$131.64</td>
<td>$131.64</td>
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<tr>
<td>2024</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2025</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2026</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2027</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2028</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2029</td>
<td>$131.64</td>
<td>$131.64</td>
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<tr>
<td>2030</td>
<td>$131.64</td>
<td>$131.64</td>
</tr>
<tr>
<td>2031</td>
<td>$57.09</td>
<td>$57.09</td>
</tr>
<tr>
<td>2032</td>
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<tr>
<td>2033</td>
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<td>$57.09</td>
</tr>
<tr>
<td>2034</td>
<td>$57.09</td>
<td>$57.09</td>
</tr>
</tbody>
</table>
In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the regional impact and divisional need project categories. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Funds are used for debt service on previous GO bonds and administration. The remaining $15.7 billion is available for STIP purposes. After preliminary engineering, a reserve of $49 million is transferred to State Ports. The remaining $15.7 billion is available for STIP purposes. Funds are used for debt service on previous GO bonds and administration. $4 million is transferred to State Ports. Of this $15.7 billion in revenue, $490 million goes to NCTA, $465 million is used for debt service on previous GO bonds, and $4 million is transferred to the Highway Trust Fund. Revenues for the Trust Fund are generated from 29% of the state motor fuels tax, the 3% use tax on the transfer of motor vehicle titles, DMV titles and other fees, and interest earned on the transfer of motor vehicle titles. These estimates were used to develop the draft program requirements. The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. The State Highway Trust Fund Revenues for the Trust Fund are transferred each year to the NCTA for project funding, as well as $45 million to the State Ports. The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. The Trust Fund revenue is projected to be about $1.77 million for FY 2020 and $1.57 million during the 10-year period. The Trust Fund revenue is projected to be about $1.77 million for FY 2020 and $1.57 million during the 10-year period.
for construction cost overruns, inflation, and bonus allocation and local participation deductions, $23.7 billion is available for programming. (Note – funds available for programming and used in the development of the 2020-2029 STIP were prior to the actions of the 2019 General Assembly.)

**Highway Trust Fund Revenues**

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>25% of Gas Tax Revenues</td>
<td>610.00</td>
<td>625.00</td>
<td>641.00</td>
<td>653.00</td>
<td>665.00</td>
<td>675.00</td>
<td>683.00</td>
<td>693.00</td>
<td>704.00</td>
<td>690.00</td>
<td>6,639.00</td>
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<tr>
<td>DMV Fees &amp; Investment Income</td>
<td>153.00</td>
<td>165.00</td>
<td>167.00</td>
<td>171.00</td>
<td>176.00</td>
<td>199.00</td>
<td>204.00</td>
<td>209.00</td>
<td>215.00</td>
<td>241.00</td>
<td>1,900.00</td>
</tr>
<tr>
<td>Use Tax</td>
<td>814.00</td>
<td>815.00</td>
<td>824.00</td>
<td>845.00</td>
<td>871.00</td>
<td>894.00</td>
<td>917.00</td>
<td>941.00</td>
<td>967.00</td>
<td>1,028.00</td>
<td>8,916.00</td>
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<tr>
<td>Total State Highway Trust Fund Revenues</td>
<td>1,577.00</td>
<td>1,605.00</td>
<td>1,632.00</td>
<td>1,669.00</td>
<td>1,712.00</td>
<td>1,768.00</td>
<td>1,804.00</td>
<td>1,843.00</td>
<td>1,886.00</td>
<td>1,959.00</td>
<td>17,455.00</td>
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<tr>
<td>Less Transfers for NCTA GAP Funding</td>
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<td>(49.00)</td>
<td>(49.00)</td>
<td>(49.00)</td>
<td>(49.00)</td>
<td>(49.00)</td>
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<td>(49.00)</td>
<td>(49.00)</td>
<td>(490.00)</td>
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<tr>
<td>Less GO Debt Service</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(59.77)</td>
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<tr>
<td>Less Transfer to Highway Fund</td>
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<td>(0.40)</td>
<td>(0.40)</td>
<td>(0.40)</td>
<td>(0.40)</td>
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<td>Less Program Administration</td>
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<td>(41.06)</td>
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<td>Less Transfer to State Ports</td>
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<td>(45.00)</td>
<td>(45.00)</td>
<td>(45.00)</td>
<td>(45.00)</td>
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<td>Net State Trust Fund Revenues</td>
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<td>1,473.33</td>
<td>1,499.70</td>
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<td>1,577.84</td>
<td>1,632.54</td>
<td>1,667.71</td>
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<tr>
<td>Less CMAQ</td>
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<td>(30.00)</td>
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<td>Less DMS (Formerly EEP)</td>
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<td>(20.00)</td>
<td>(20.00)</td>
<td>(20.00)</td>
<td>(20.00)</td>
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<td>Less Yadkin River GARVEE debt service</td>
<td>(5.13)</td>
<td>(5.13)</td>
<td>-</td>
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<td>(10.26)</td>
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<td>Net Federal Aid Revenues</td>
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<td>1,204.10</td>
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<td>2,672.30</td>
<td>2,703.80</td>
<td>2,739.95</td>
<td>2,781.95</td>
<td>2,836.65</td>
<td>2,871.81</td>
<td>2,909.90</td>
<td>2,951.91</td>
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<td>Less PE</td>
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<td>Subtotal</td>
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<td>2,422.30</td>
<td>2,453.80</td>
<td>2,489.95</td>
<td>2,531.95</td>
<td>2,586.65</td>
<td>2,621.81</td>
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<td>Less Construction Cost Overruns</td>
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<td>(63.86)</td>
<td>(64.95)</td>
<td>(66.21)</td>
<td>(67.85)</td>
<td>(68.90)</td>
<td>(70.05)</td>
<td>(71.31)</td>
<td>(73.45)</td>
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<td>Less Bonus Alloc. for Tolling &amp; Local Participation</td>
<td>(38.15)</td>
<td>(35.25)</td>
<td>(33.20)</td>
<td>(36.82)</td>
<td>(33.34)</td>
<td>(0.20)</td>
<td>(2.50)</td>
<td>(20.00)</td>
<td>(40.00)</td>
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<td>2,356.74</td>
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<td>Less Inflation</td>
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<td>(59.39)</td>
<td>(84.66)</td>
<td>(111.40)</td>
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<td>Funds Available for Programming</td>
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Anticipated Inflation Impact

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the STIP, available funds were reduced by an amount for inflation.

The following inflation factors for future construction and right of way cost increases were used: 2020 - 1.005, 2021 - 1.0151, 2022 - 1.0252, 2023 - 1.0355, 2024 through 2029 - 1.0458. This allows project costs used in the Program to be shown in current (2020) dollars.

State Highway Fund

Revenues for the Highway Fund are generated from the state motor fuels tax and DMV fees. The Highway Fund primarily supports projects that maintain the state's existing transportation system. This includes general maintenance, roadside environmental activities, resurfacing highways, replacing bridges, paving unpaved secondary roads, and state aid to municipalities. Funds are distributed across North Carolina based on need.

Cash Model and Fiscal Constraint of the STIP

In a traditionally financed federal-aid highway project, the FHWA approves the project and obligates (promises to pay) federal funds (typically 80 percent of eligible costs) at the start of a contract. The Department then begins construction, pays construction costs with state funds, and submits weekly federal reimbursement requests to FHWA.

However, at its discretion, NCDOT may also use a funding technique called Advance Construction. In Advance Construction, the FHWA only approves a project as being eligible for federal funding and does not obligate (promise to pay) federal funds at the start of a project. The Department then begins construction, pays construction costs with state funds, submits a request to obligate an amount of federal funds necessary for reimbursement of a percentage of eligible costs (typically 80 percent), and submits a request for reimbursement to FHWA.

NCDOT heavily utilizes Advance Construction because it allows the Department to accelerate projects by undertaking a greater number of concurrent federal-aid projects than would otherwise be possible. However, when Advance Construction is utilized, care must be taken to ensure that adequate funds will be available to implement the schedule of projects included in the STIP. NCDOT relies on its cash model to insures fiscal constraint of both the STIP and its entire operation. The Department uses a cash model to manage its operation on a cash-flow basis using statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity.

North Carolina's General Assembly in §143C:6-11 dictates that the Department's cash target to be between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 requires the minimum cash balance to be at least 7.5% of the total appropriations from the Highway Fund.

If the cash balance goes below the target, the Department must report to the General Assembly and FHWA for approval of a plan to bring the cash balance back to the target level. If the cash balance goes above the target level, the Department must report to the General Assembly and FHWA for approval of a plan to bring the cash balance back to the target level.

The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, construction, and operation of an improved system of centur y toll roads, including environmental. This agency is supported by revenues from tolls generated from the state's existing toll facilities. The Highway Fund supports projects that maintain the state's existing transportation system.

The Triangle Expressway, North Carolina's first modern toll facility, is approximately 18.8 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south. The Monroe Expressway, the second all electronic toll facility in North Carolina, opened to traffic on November 27, 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction.
serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of State transportation revenues, Federal aid dollars, and toll revenue bonds. Operating expenses increased by 10.3% YOY from the previous year due, in part, to the increased number of transactions. FY 2018 total revenues for the Triangle Expressway were $49.0 million and $44.7 million for FY 2018 and FY 2017 respectively. FY 2018 operating expenses for the Triangle Expressway totaled $18.0 million and $16.3 million for FY 2018 and FY 2017 respectively. FY 2018 total revenues increased by 9.6% year-over-year when compared to FY 2017. Operating expenses for the Triangle Expressway were $16.3 million and $16.3 million for FY 2018 and FY 2017 respectively. Operating expenses for the Triangle Expressway were $16.3 million and $16.3 million for FY 2018 and FY 2017 respectively. Operating expenses for the Triangle Expressway were $16.3 million and $16.3 million for FY 2018 and FY 2017 respectively.
MEMORANDUM

To: MPO Board Members
From: Nick Cannon, TDM Coordinator
Date: July 8, 2021
Subject: Transportation Demand Management Strategies in WMPO Member Jurisdictions

In April 2021, the WMPO Board adopted the update to the Short-Range Transportation Demand Management Plan Cape Fear Change in Motion 2020. This plan outlines strategies to reduce traffic congestion and increase alternative mode use in the Wilmington Urban Area over the next five years. The plan contains seven strategies that will benefit from partnerships with community stakeholders, major employers, and WMPO member jurisdictions. WMPO staff proposes to present Cape Fear Change in Motion 2020 to the governing bodies of our member jurisdictions. Presentations will share the vision of the plan and identify opportunities for jurisdiction staff to coordinate with the Go Coast program to carry out the identified strategies and any other additional TDM related efforts the locality may be interested in pursuing.

The Go Coast program hopes to work with planning staff from WMPO member jurisdictions and provide a service to assist in alternative transportation related initiatives. In addition to the strategies in Cape Fear Change in Motion 2020, member jurisdictions may seek other ways to positively impact traffic congestion and increase mobility options for residents throughout the region.

The presentations to members will be coordinated with local staff and ideally placed on agendas in August and September. WMPO staff will then coordinate meetings with local staff to determine best methods of moving forward with any initiatives.
WILMINGTON URBAN AREA
MPO
July 2021

PENDER COUNTY STREETS PLAN
Project Description/Scope: 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 was funded as a special study in the WMPO’s adopted FY 21 UPWP, and the schedule for the development of the plan was approximately six months. This plan’s development included two public outreach and participation periods. The development of the plan was overseen by a steering committee comprised of stakeholders representing the county staff, the development community, NCDOT, and citizens among others. WSP delivered the final plan document and recommendations in June, and the finished document product has been prepared by WMPO Staff.

Project Status and Next Steps:

• Presentation of final plan recommendations to Planning Commission in July and August 2021, and Board of Commissioners in September and October 2021.
• Presentation of final plan recommendations to WMPO Board in November 2021.
• Launch of public interactive story map of plan recommendations in fall 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: 2 reviews
• New Hanover County Informal Plan Reviews: 0 reviews
• New Hanover Concept Reviews: 0 review
• Town of Leland Development Plan Reviews: 2 reviews
• Town of Leland Formal Reviews: 0 reviews
• Town of Leland Informal Reviews: 0 reviews
• Town of Navassa Development Plan Reviews: 1 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: 17 total (13 on-going; 4 new): New Hanover County 6 (1 new), City of Wilmington 4 (2 new), Carolina Beach 1, Town of Leland 0, Town of Navassa 0, Pender County 5, and Brunswick County 1 (1 new)
• Pender County Development Plan Reviews: 3 reviews
• Pender County Informal Plan Reviews: 0 reviews
• Pender County Concept Reviews: 0 reviews
City of Wilmington Formal Reviews: 70 reviews (9 new, 61 on-going)
City of Wilmington Informal Reviews: 29 reviews (5 new, 24 on-going)
City of Wilmington Concept Reviews: 0 reviews
COW Project Releases: 7

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, 2021
- Construction in progress
- Project completion extended to December 31, 2022

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II
Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Project Status and Next Steps:
- Begin Construction – June 2021
- Complete Construction – Fall 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:
- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to $254,842
- Construction in progress
- Project completion extended to June 30, 2022

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

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

Project Status and Next Steps:
- Construction commenced February 8, 2021
- Construction in progress
- Project completion extended 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:
- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to $327,788
- Construction in progress
- Project completion extended to June 30, 2022

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

Project Descriptions/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
- MPO Board approved funding request on February 24th
- Complete 65% Plans & Estimate (w/ Prelim ROW-Easements) on June 9, 2021
- Submitted Type 1A Categorical Exclusion (CE) Form on June 9th, signed June 14, 2021
- Coordination with YWCA on needed ROW/Easement
- Supplemental Agreement Execution in progress (City/NCDOT) - scheduled for City Council action on July 20, 2021
- Submit 90% Signal Plans for City/NCDOT on June 16, 2021
- Sent 65% City comments on Signal and 65% Plans on June 24, 2021
- Receive 75% ROW Plans from AECOM 7th Street to Shipyard Blvd (mid - July 2021)
- Request ROW Authorization from NCDOT (mid-July 2021)
- Request Title Research for YWCA (July 2021)
- Utility Kickoff Meeting in Field to Review Utility Conflicts (mid-July 2021)
- Request SUE Level 'A' (if needed) – mid-July 2021

**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:**
- NCDOT has received and approved the requested documents
- Construction authorization has been approved
- Bid opening was held on June 2nd
- The project was re-bid on July 2nd

**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 submitted and awaiting NCDOT approval
- Construction fund authorization request will occur next federal fiscal year (FY 2022)

**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
- 30% plans have been completed and approved by NCDOT
• 60% design plans are in development
• Town and NC DOT have resolved ROW issues
• Project remains on track for a September 2022 LET

U-6234 MULTI-MODAL PHASE 1 B
Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

Project Status and Next Steps:
• MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
• Final design package delivered electronically May 7, 2021
• 100% design plans sent to City Purchasing for review on May 11, 2021
• 100% design plans and specs sent to NC DOT on May 20, 2021
• Awaiting CE documentation for construction authorization

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.
• 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.
• Design contract approved May 5, 2021 by City Council: execution in progress.
• Design contract sent to Consultant June 29, 2021 for execution.
• Design expected to start in July lasting through January 2022.

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 the project and will upload information into EBS.
• As of May 3, 2021 funding amounts have been revised to reflect $457,777 STBGP- DA funds and $114,445 local match to reflect approved funding

TASA-DA

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE
Project Description/Scope: This project is for the construction of a multi-use path along Middle

60
Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

**Project Status and Next Steps:**
- Project Complete
- County initiated project closeout paperwork with NCDOT on May 27, 2021

**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
- 30% plans have been completed and approved by NCDOT
- 60% design plans are in development
- Town and NC DOT have resolved ROW issues
- Project remains on track for a September 2022 LET

**EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY**

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

**Project Status and Next Steps:**
- 100% design completion expected June 2021
- Anticipate construction let date in October 2021

**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:**
- Contract sent to Davenport for execution as of January 28, 2021
- Final project plans anticipated by the end of August

**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:** The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle
Go Coast current initiatives and project status:

1. Be A Looker  
   a. Go Coast’s 2021 “Be A Looker” bicycle and pedestrians safety campaign will take place from May to October.  
   b. “Be A Looker” will be promoted through a variety of marketing techniques as well as through in-person educational events. Go Coast is working with the Wilmington Fire Department to hold two “Be A Looker” events each month of the campaign in Wilmington.  
   c. TDM Coordinator has also reached out to TCC members to assess possibility for event partnerships with all Member Jurisdictions  
   d. https://www.gocoastnc.org/bealooker/

2. 31st Annual River to Sea Bike Ride  
   a. The 2021 River to Sea ride is scheduled for Saturday October 16, 2021. Planning for this ride is underway.

3. Brunswick Heritage Riverside Ride  
   a. Planning is underway for a group bike ride event in Northern Brunswick County  
   b. The scheduled date of the event, October 23rd, 2021, is being reconsidered by the subcommittee due to scheduling conflicts

4. Cape fear Change in Motion 2020 and TDM Services  
   a. Go Coast will present the adopted short-range TDM plan to member jurisdiction governing bodies in the coming months  
   b. These presentations will share the strategies outlined in the plan and present member jurisdictions with the opportunity to utilize the WMPO’s TDM program to enhance any existing or create any new TDM-oriented initiatives

5. Bicycle Suitability Map Update  
   a. The WMPO Bicycle and Pedestrian Advisory Committee has provided a recommended methodology for scoring roadway segments for bicycle compatibility.  
   b. Staff has evaluated roadways in the WMPO region that have been given a score for bicycle compatibility.  
   c. The WMPO BPAC will review this draft map and provide input for changes in scoring

6. The next Go Coast meeting is August 19, 2021 at 3:00 and will take place at 305 Chestnut Street
1. Regional On-demand/Microtransit Effort
On April 20, 2021, the Authority published a formal Request for Proposal (RFP) for On-Demand/Microtransit Service Planning and Software. The project scope includes a regional initiative providing more efficient and cost-effective public transportation services to/from and within identified geographic locations in Brunswick County, Pender County and New Hanover County.

The service will be provided through a Transportation as a Service (TaaS) solution. The TaaS will be scalable to augment the existing fleets and personnel resources of Wave Transit and participating agencies. The additional mobility option will result in decreased wait times realized for customers, fares comparable to existing services, and availability of smartphone app technology for reserving trips.

The selected vendor will work in collaboration with participating agencies on the following:

1. **Planning and Service Design** - Plan, design, and evaluate Microtransit services and operating parameters; and
2. **Service Delivery** - Implement, monitor, and adapt Microtransit services in the service network based on service performance and objectives.

The Authority received proposals from four qualified vendors. Interviews were conducted at the close of June and contract award with the selected vendor is slated for July 2021 with service implementation scheduled for **October 2021**. The Regional Microtransit Service is funded at 100% through NCDOT’s ConCPT grant. Any contract resulting from the above referenced solicitation shall be for a 12-month period with options to extend pending availability of grant funds.

2. Network Redesign Slated for July 1, 2022
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.

A joint meeting between Wilmington City Council members and New Hanover County Board of Commissioners was held on April 27, 2021. During the meeting, a vote to delay the Wave Transit service network design beyond the scheduled August 15, 2021 implementation date
was moved by County officials. The postponement of service changes until at least July 1, 2022 was moved by City Council during their May 4th meeting.

Authority staff is working diligently to build a network of efficient and cost-effective transportation options under a revised network. Updates will be published through official press releases, on the homepage of the Authority’s website, at: https://www.wavetransit.com/, onboard revenue vehicles, and at major transfer stations as we work through the network revisions.

3. Bus Stop Enhancements Underway
The Authority concluded installation of passenger amenities in the form of a bench and trash receptables at five bus stop locations within the system network. Bus stop enhancements, including installation of a covered shelter at four bus stop locations are slated for second quarter FY22, with additional planned for third quarter. Passenger amenities current occupy 11% of the bus stops located within the current network. Vandalism was experienced with damage sustained to a total of seventeen rear and side glass panels at eleven shelter amenities at the close of June 2021. Repair efforts are underway with conclusion slated for this quarter.
<table>
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<th>Project Number</th>
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<td>Brian Harding</td>
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<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421 New Hanover</td>
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<td>Lydia</td>
<td>DPOC I-6038</td>
<td>WMPO I-140 from US 421 to US74/US76 pavement rehab Brunswick, New Hanover</td>
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<td>Krista Kimmel</td>
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<td>US 17 Bus – Market St Median &amp; Interchange New Hanover</td>
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<td>Brian Harding</td>
<td>DPOC No</td>
<td>U-6128 WMPO</td>
<td>US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts New Hanover</td>
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<td>Krista Kimmel</td>
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<td>Wilmington Citywide Signal System Upgrade New Hanover</td>
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Contact: Caitlin Marks  
910-341-2001 cmmarks@ncdot.gov
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<td>Alex Stewart</td>
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<td>U-4920</td>
<td>Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lender Dr</td>
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Projects Under Construction: 67
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Interactive Resurfacing Map can be found here: https://ncdot.maps.arcgis.com/apps/dashboards/dfbd3ddde51a4cf4ba6a6334a59806e1
July 2021

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

JULY TPD UPDATES WILMINGTON MPO

JULY 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 6/24 where we went over the following items:
1. Bicycle Routes Map
2. Downtown Sidewalks Map
3. Existing Bicycle and Pedestrian Map
4. Public Transit Origin Destination Map

Our next meeting is on July 22, 2021 where we will be reviewing the survey results. The survey closed on June 9th and we collected 6,966 surveys.

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

**NCDOT to present new, ‘unsolicited’ proposal for replacing Cape Fear Memorial Bridge:** Replacing the Cape Fear Memorial Bridge has been discussed for years, but last month NCDOT officials will present a new plan. The details are under wraps, but not for long. For more details, contact NCDOT Division 3.

**NCDOT Announces CLEAR Implemented Innovation Challenge:** The NCDOT CLEAR team is excited to announce the launch of the 2021 CLEAR Innovation Challenge, celebrating
all the incredible ideas our employees have implemented to make NCDOT a better, more efficient organization.


NC By Train $5 Kids Fare: Looking to take safe, summer adventures with your kids? Enjoy $5 kids special to travel the rails on N.C. By Train. https://www.ncbytrain.org/deals/Pages/summer-kids-fare.aspx

Virtual Defensive Driving Training: Safety & Risk Management is offering Virtual Defensive Driving Training using Microsoft Teams the first Wednesday of each month for those interested. Contact Paul Roberts with Safety & Risk Management by email proberts@ncdot.gov if you would like to attend or have employees you wish to attend the training. Training will be 8-11am with a 15 minute break. The next class is scheduled for July 7.

GIS Unit Prepares for 2021 Hurricane Season: The 2021 Hurricane Season begins June 1st and ends November 30th. To help prepare, the GIS Unit is recommending some things you can do to assist with that preparation for the Season. For additional information, click here.

Fiscal Year (FY) 2023 Research Ideas: As we prepare to launch the FY2022 research program later this summer, the NCDOT Research and Development Office is now seeking your ideas for critical research needs for the agency and our transportation partners for the FY2023 research program.