



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

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

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

-
- 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)



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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:

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.

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 Koepel 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 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:

Spring/Summer 2022	Winter 2023/24	Fall 2024
1) Programming <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • Environmental NEPA documents • Scoping • Construction permits • Preliminary design 	3) Procurement (Interactive) <ul style="list-style-type: none"> • 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:

Financial	Delivery	External Stakeholders
<ul style="list-style-type: none"> • Preliminary engineering funds as part of the feasibility study • Expenses outpacing milestones • Bonus allocation uncertainty • Competitive pressure unknown • Lack of plan of finance certainty 	<ul style="list-style-type: none"> • NEPA (historic district, etc.) • Navigational clearance • USACE, CAMA, USCG permits • Right of way • Considerable resources for procurement 	<ul style="list-style-type: none"> • 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:

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

Absent: Neil Anderson.

8) 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

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-5
(July 2021)

STATEWIDE PROJECT

STIP ADDITIONS

STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS
ADMINISTRATIVE FY 2022 - \$567,000 (5310)
\$567,000

ADD PROJECT AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.

* TM-0036
STATEWIDE
PROJECT CATEGORY
PUBLIC TRANS

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-6
(June 2021)

		STATEWIDE PROJECT	
		STIP MODIFICATIONS	
*C-5600 STATEWIDE PROJECT		VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.	
PROJ/CATEGORY	IMPLEMENTATION, RIGHT-OF-WAY, CONSTRUCTION, FY 22 NOT PREVIOUSLY PROGRAMMED.	ENGINEERING	FY 2020 - \$817,000 (CMAQ)
			FY 2020 - \$204,000 (\$M))
			FY 2021 - \$817,000 (CMAQ)
			FY 2021 - \$204,000 (\$M))
			FY 2022 - \$817,000 (CMAQ)
			FY 2022 - \$204,000 (\$M))
			FY 2020 - \$817,000 (CMAQ)
			FY 2020 - \$204,000 (\$M))
			FY 2021 - \$817,000 (CMAQ)
			FY 2021 - \$204,000 (\$M))
			FY 2022 - \$817,000 (CMAQ)
			FY 2022 - \$204,000 (\$M))
CONSTRUCTION		RIGHT-OF-WAY	FY 2020 - \$204,000 (\$M))
			FY 2021 - \$817,000 (CMAQ)
			FY 2021 - \$204,000 (\$M))
			FY 2022 - \$817,000 (CMAQ)
			FY 2022 - \$204,000 (\$M))
			FY 2020 - \$4,901,000 (CMAQ)
			FY 2020 - \$1,226,000 (\$M))
			FY 2021 - \$4,901,000 (CMAQ)
			FY 2021 - \$1,226,000 (\$M))
			FY 2022 - \$4,901,000 (CMAQ)
			FY 2022 - \$1,226,000 (\$M))
IMPLEMENTATIO		IMPLEMENTATION	FY 2020 - \$817,000 (CMAQ)
			FY 2020 - \$204,000 (\$M))
			FY 2021 - \$817,000 (CMAQ)
			FY 2021 - \$204,000 (\$M))
			FY 2022 - \$817,000 (CMAQ)
			FY 2022 - \$204,000 (\$M))
OPERATIONS		OPERATIONS	FY 2020 - \$204,000 (\$M))
			FY 2021 - \$817,000 (CMAQ)
			FY 2021 - \$204,000 (\$M))
			FY 2022 - \$817,000 (CMAQ)
			FY 2022 - \$204,000 (\$M))
			FY 2022 - \$30,633,000 (\$M))

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-6
(June 2021)

STATEWIDE PROJECT		STIP MODIFICATIONS		PROJECT CATEGORY	
- STATEWIDE PROJECT		VARIOUS CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.	ENGINEERING	FY 2020 - \$118,000 (CMAQ)	*C-5601 STATEWIDE EXEMPT
		<u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY	FY 2020 - \$29,000 (CMAQ)	
			FY 2020 - \$29,000 (L)		
			FY 2021 - \$118,000 (CMAQ)		
			FY 2021 - \$29,000 (L)		
			FY 2022 - \$29,000 (CMAQ)		
			FY 2022 - \$29,000 (L)		
			FY 2020 - \$704,000 (CMAQ)		
			FY 2020 - \$176,000 (L)		
			FY 2021 - \$704,000 (CMAQ)		
			FY 2021 - \$176,000 (L)		
			FY 2022 - \$704,000 (CMAQ)		
			FY 2022 - \$176,000 (L)		
IMPLEMENTATION		FY 2020 - \$118,000 (CMAQ)			
		FY 2020 - \$29,000 (L)			
		FY 2021 - \$118,000 (CMAQ)			
		FY 2021 - \$29,000 (L)			
		FY 2022 - \$118,000 (CMAQ)			
		FY 2022 - \$29,000 (L)			
OPERATIONS		FY 2020 - \$118,000 (CMAQ)			
		FY 2020 - \$29,000 (L)			
		FY 2021 - \$118,000 (CMAQ)			
		FY 2021 - \$29,000 (L)			
		FY 2022 - \$118,000 (CMAQ)			
		FY 2022 - \$29,000 (L)			
		FY 2022 - \$4,404,000 (L)			

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-6
(June 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
EB-6039 NEW HANOVER PROJ CATEGO RY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION (17TH STREET) AT DOCK STREET IN WILMINGTON. <u>TO STRATEGICALLY BALANCE LETTINGS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH. <u>AT THE REQUEST OF THE MPO. DELAY ENGINEERING FROM FY 20 TO FY 21.</u>	ENGINEERING CONSTRUCTION	FY 2021 - FY 2021 - FY 2022 - FY 2022 -	\$59,000 (\$BGDA) \$15,000 (L) \$398,000 (\$BGDA) \$100,000 (L) \$572,000
I-6040 PENDER PROJ CATEGO RY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	SR 1217 (17TH STREET), INSTALL NEAR SIDE SIGNAL HEADS ON A PEDESTAL ON BOTH SIDES OF SR 1217 (17TH STREET) AT DOCK STREET IN WILMINGTON. <u>TO STRATEGICALLY BALANCE LETTINGS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 - \$34,000 (\$HSIP)	
I-5926 NEW HANOVER PROJ CATEGO RY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	I-40, EAST OF US 117 (MILE MARKER 389.5) TO NC 210 (MILE MARKER 408). PAVEMENT REHABILITATION. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2023 - FY 2024 - \$11,200,000	\$5,600,000 (\$NHPIM) \$5,600,000 (\$NHPIM)
		NEW ROUTE, SR 1302 (23RD STREET) TO 26TH STREET. CONSTRUCT ROUTE ON NEW LOCATION. ECONOMIC DEVELOPMENT PROJECT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 AND CONSTRUCTION FROM FY 22 TO FY 24.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2023 - FY 2023 - FY 2024 - FY 2024 -	\$225,000 (\$T) \$225,000 (L) \$2,436,000 (\$T) \$2,436,000 (\$L) \$5,322,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-6
(June 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
U-6233 NEW HANOVER PROJ CATEGO	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION AND IMPROVE PEDESTRIAN ACCOMMODATIONS AT THE INTERSECTION OF US 421 (LAKE PARK BOULEVARD) AND HAMLET AVENUE IN CAROLINA BEACH.	CAROLINA BEACH, CONSTRUCT NEW TRAFFIC SIGNAL AND IMPROVE PEDESTRIAN ACCOMMODATIONS AT THE INTERSECTION OF US 421 (LAKE PARK BOULEVARD) AND HAMLET AVENUE IN CAROLINA BEACH.	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2021 - FY 2022 - FY 2022 - FY 2022 - FY 2022 -	\$4,000 (\$) \$14,000 (BGDA) \$8,000 (S) \$32,000 (BGDA) \$51,000 (S) \$205,000 (\$) \$314,000 (BGDA)
	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.</u>				

**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



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

2021 - 2022 Unified Planning Work Program Amendment #1 – STBGP-DA
July 28, 2021

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.

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

Wilmington Urban Area Metropolitan Planning Organization
FY2022 Unified Planning Work Program

July 28, 2021

Amendment #1

TASK CODE	TASK DESCRIPTION	SEC. 104(f) PL						SECTION 5303						TASK FUNDING SUMMARY			
		Highway/ Transit			Highway/ Transit			Transit / Highway			STBGRDA			LOCAL	NDOT	FEDERAL	TOTAL
		LOCAL 20%	FHWA 80%	Total 100%	LOCAL 20%	FHWA 80%	Total 100%	LOCAL 10%	NDOT 80%	Total 100%	LOCAL	NDOT					
II-A	SURVEILLANCE OF CHANGE																
II-A-1	Traffic Volume Counts	13,000	52,000	65,000	-	-	-	-	-	-	13,000	-	52,000	65,000			
II-A-2	Vehicle Miles of Travel	50	200	250	-	-	-	-	-	-	50	-	200	250			
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-4	Traffic Accidents	50	200	250	-	-	-	-	-	-	50	-	200	250			
II-A-5	Transit System Data	100	400	500	600	2,400	3,000	1,200	1,200	9,600	12,000	1,900	1,200	12,400	15,500		
II-A-6	Dwelling Units; Pop. & Emp. Change	800	3,200	4,000	-	-	-	-	-	-	800	-	3,200	4,000			
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-9	Travel Time Studies	50	200	250	-	-	-	-	-	-	50	-	200	250			
II-A-10	Mapping	-	-	-	-	-	-	-	-	-	16,000	64,000	80,000	16,000	64,000	80,000	
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-12	Bike & Ped. Facilities Inventory	600	2,400	3,000	-	-	-	-	-	-	600	-	2,400	3,000			
II-B	LONG RANGE TRANSPORTATION PLANNING																
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-3	Travel Model Updates	2,000	8,000	10,000	-	-	-	-	-	-	2,000	-	8,000	10,000			
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-5	Forecast of Data to Horizon Year	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-6	Community Goals & Objectives	2,000	8,000	10,000	-	-	-	-	-	-	400	400	3,200	4,000	2,400	14,000	
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-8	Capacity Deficiency Analysis	200	800	1,000	-	-	-	-	-	-	200	-	800	1,000			
II-B-9	Highway Element of the LRTP	4,800	19,200	24,000	-	-	-	-	-	-	4,800	-	19,200	24,000			
II-B-10	Transit Element of the LRTP	400	1,600	2,000	-	-	-	-	-	-	400	400	3,200	4,000	400	6,000	
II-B-11	Bicycle & Ped. Element of the LRTP	4,000	16,000	20,000	-	-	-	-	-	-	4,000	-	16,000	20,000			
II-B-12	Airport/Air Travel Element of LRTP	1,000	4,000	5,000	-	-	-	-	-	-	1,000	-	4,000	5,000			
II-B-13	Collector or Street Element of LRTP	400	1,600	2,000	-	-	-	-	-	-	400	-	1,600	2,000			
II-B-14	Rail, Water or other mode of LRTP	500	2,000	2,500	-	-	-	-	-	-	500	-	2,000	2,500			
II-B-15	Freight Movement/Mobility Planning	600	2,400	3,000	-	-	-	-	-	-	600	-	2,400	3,000			
II-B-16	Financial Planning	400	1,600	2,000	-	-	-	-	-	-	800	800	6,400	8,000	8,000	10,000	
II-B-17	Congestion Management Strategies	3,000	12,000	15,000	-	-	-	-	-	-	3,000	-	12,000	15,000			
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-C	PLANNING WORK PROGRAM																
II-C-1	COL. REGTS. CMP./DTR. REG. REQS.	224	896	1,120	-	-	-	-	-	-	224	-	896	1,120			
II-D	INCIDENTAL PLNG./PROJECT DEV.																
II-D-1	Transportation Enhancement Plng.	600	2,400	3,000	-	-	-	-	-	-	600	-	2,400	3,000			
II-D-2	Enviro. Analysis & Pre-TIP Plng.	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-D-3	Special Studies; Staff time - Planning	100	400	500	-	-	-	-	-	-	800	800	6,400	8,000	900	6,800	
II-D-4	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	400	-	1,600	2,000			
II-D-5	Minority Business Enterprise	100	400	500	-	-	-	-	-	-	800	800	6,400	8,000	900	6,800	
II-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	50	-	200	250			
II-C-5	Safety/Driv. Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-C-6	Public Involvement	1,000	4,000	5,000	-	-	-	-	-	-	800	800	6,400	8,000	1,800	10,400	
II-C-7	Private Sector Participation	250	1,000	1,250	-	-	-	-	-	-	250	-	1,000	1,250			
II-E	MANAGEMENT & OPERATIONS																
II-E-1	Management & Operations; Staff Time - DMR Program	53,027	212,106	265,133	93,773	375,091	468,864	4,137	33,085	41,357	150,936	4,135	620,283	775,354			
TOTALS		\$92,801	\$371,202	\$464,003	\$169,462	\$675,852	\$842,314	\$93,337	\$93,335	\$74,985	\$93,357	\$270,600	\$93,335	\$1,119,739	\$1,399,674		

**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

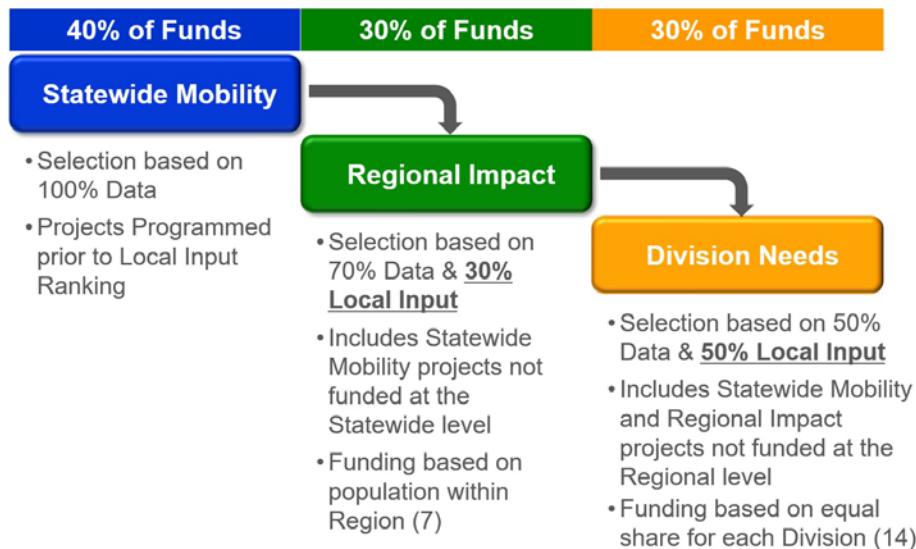


Introduction

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.



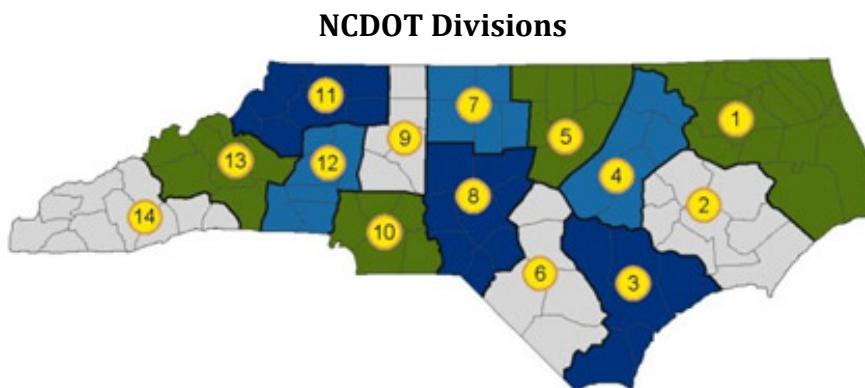
This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at 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:

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



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

Selection of Projects for Prioritization 6.0

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

Description of Criteria and Weights

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

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

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

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:

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

Final Local Input Point Assignment

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

In order to represent the multi-modal needs and interests of its members, the Wilmington MPO will maintain a modal project mix standard for point assignment. This minimum standard is the assignment of Local Input Points to at least one project in each of the 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 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

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

Local Input point Assignment Results

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

Material Sharing

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

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

**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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-7
(July 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
PROJ CATEGORY	DESCRIPTION REVISED TO MATCH THE SCOPE OF THE PROJECT.	CONSTRUCTION	FY 2020 -	\$100,000	(S)
* R-5783 BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPCON PROJ CATEGORY DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTTON 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	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>DUE TO THE EXPANSION OF THE JACKSONVILLE</u> <u>URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS</u> <u>NO LONGER WITHIN THE DOWN EAST RPO</u> <u>BOUNDARY AND IS NOW A JUMPO PROJECT.</u>	FY 2020 - FY 2021 - FY 2021 - FY 2022 - FY 2022 -	\$400,000 \$200,000 \$800,000 \$200,000 \$800,000	(TA) (S) (TA) (S) (TA)
U-5732 PENDER PROJ CATEGORY REGIONAL	- WILMINGTTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION US 17, US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTALANE. CONVERT TO SUPERSTREET.	CONSTRUCTION	FY 2029 - FY 2030 - FY 2031 - FY 2032 -	\$6,275,000 \$6,275,000 (\$6,275,000) \$25,100,000	(T) (T) (T) (T)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-7
(July 2021)

		STIP MODIFICATIONS			
PROJ CATEGORY	ORGANIZATION	VARIOUS, DIVISION 3 RUMBLE STRIPS, GUARDRAIL, METROPOLITAN PLANNING ORGANIZATION LOCATIONS.	CONSTRUCTION	FY 2020 -	\$650,000 (HSIP)
* W-5203 BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON	- WILMINGTON URBAN AREA - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION	<u>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.</u>			
- CAPE FEAR RURAL PLANNING ORGANIZATION					
* W-5703DV BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION DIVISION ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>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.</u>	CONSTRUCTION	FY 2020 -	\$15,000 (HSIP)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-7
(July 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
PROJECT CATEGORY			CONSTRUCTION	FY 2020 -	\$15,000 (HSIP)
				\$15,000	
* W-5703REG BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON REGIONAL	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION	DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO. <u>BOUNDARY AND IS NOW A JUMPO PROJECT.</u>			
	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION				
	- CAPE FEAR RURAL PLANNING ORGANIZATION				
* W-5703SW BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON STATEWIDE	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO.</u> <u>BOUNDARY AND IS NOW A JUMPO PROJECT.</u>	CONSTRUCTION	FY 2020 -	\$20,000 (HSIP) \$20,000
	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION				
	- CAPE FEAR RURAL PLANNING ORGANIZATION				

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-7
(July 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
PROJ/CATEGORY	DESCRIPTION	US 17, US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS.	CONSTRUCTION	FY 2022 - \$425,000	(HSIP)
* W-5803B ONSLOW PENDER REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	<u>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.</u>			
* B-4590 NEW HANOVER PROJ/CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK. <u>DELETE WORK TO BE ACCOMPLISHED USING STATE HIGHWAY FUNDS.</u>	CONSTRUCTION	FY 2021 - <u>\$4,100,000</u> (\$4,100,000)	(NHPB)

STIP DELETIONS

PROJ/CATEGORY	DESCRIPTION	CONSTRUCTION	FY 2021 - \$4,100,000	(NHPB)

NORTH CAROLINA 2020 – 2029 STATE TRANSPORTATION IMPROVEMENT PROGRAM

What is a State Transportation Improvement Program (STIP)?

The STIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum 4 year time period as required by Federal law. North Carolina's STIP covers a 10 year period, with the first six years (2020-2025 in this version) referred to as the delivery STIP and the latter four years (2026-2029 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- 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
- And include the following information:
 - Project description and termini
 - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
 - Federal funds to be obligated
 - Responsible agency (such as municipality)

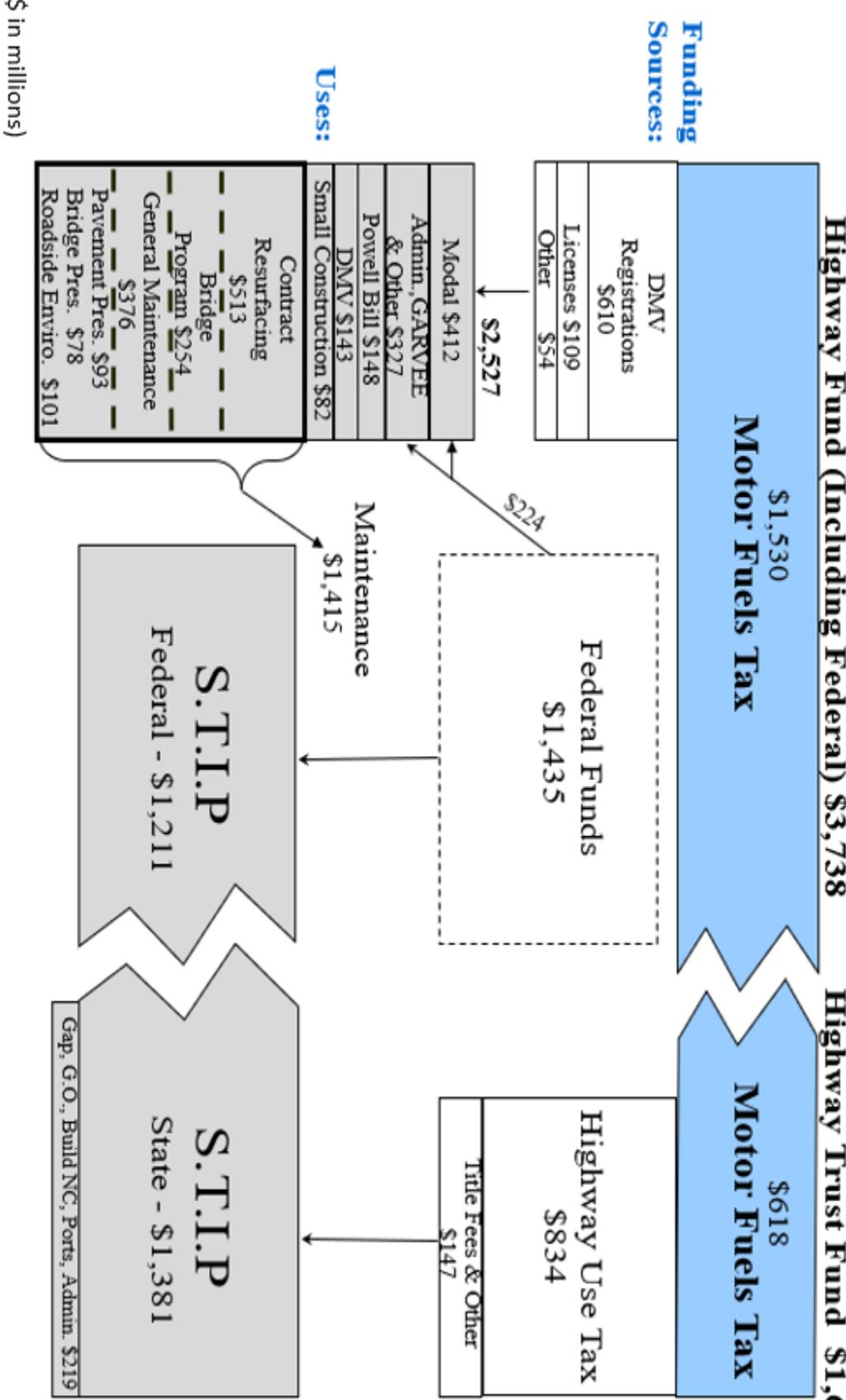
North Carolina's STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction and project development timetables, and in adherence with federal and state laws. North Carolina state law requires Board of Transportation (BOT) action to approve the STIP.

This is the third STIP developed under the Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars for transportation projects.

Maintenance and Capital Improvement Funding for North Carolina

NCDOT uses three major sources of funds for transportation improvements. Federal Funding 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.

Highway Fund and Highway Trust Fund Budget, SFY 2019-20



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 include 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 does include some specific federal funding for interstate pavement and bridge maintenance through our own internal Interstate maintenance program. Federal funding for bridges included in the STIP is applied primarily to non-NHS bridges. While the STIP can have an impact to the condition of our NHS pavements and bridges, specifically on the interstate system, the majority of the funding impacting the condition of our pavements and bridges is managed outside the STIP.

Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the NCDOT 2020-2029 Current STIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

How is the STIP organized?

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs. The Appendix also contains a reference list of completions and deletions since the 2018-2027 STIP which was approved in 2017.

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 highway and non-highway project schedules. Projects are also listed by county within each division. This results in some duplication since transportation projects frequently extend across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

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.

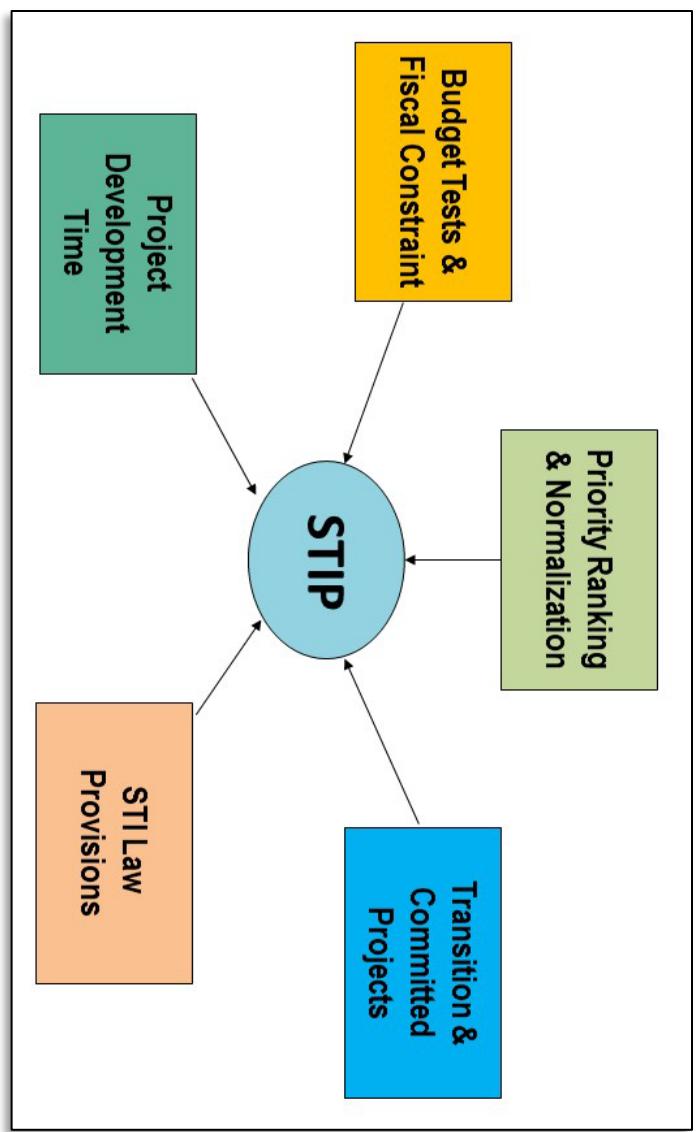
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a strategic project prioritization process. The 5th generation of this process, Prioritization 5.0 or P5.0, is a significant component of this STIP development. Strategic prioritization uses transportation data, input of local government partners, and the public to generate scores and ultimately rankings of projects across the state. Multiple public input opportunities were provided during the spring and summer of 2018 regarding the submittal of new projects and the assignment of local points to projects. This input assisted each Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), and NCDOT's transportation divisions to produce criteria-based methodologies which directed how local points were allocated.

The P5.0 process resulted in each transportation mode using different quantitative criteria, measures and weights to provide technical scores for projects as recommended by the Prioritization Workgroup and approved by the NC Board of Transportation. Also, per the intent of STI for transportation modes to compete for funding, a normalization process was recommended to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90% and minimum percentage for non-highways was 4%. These percentages guided the programming process, which ultimately yielded a 95% to 5% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

Figure A



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.

There were also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions and the entire program had to meet budget tests and fiscal constraint per state and federal requirements. STI law also included a provision to exempt from prioritization select projects (Transition Period Projects) scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 5 years of the previous 2018-2027 STIP, were considered committed and were not evaluated in P5.0. However, the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

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. The purpose of these open houses was to inform citizens about projects in the Draft STIP and collect feedback. Additionally, multiple public input opportunities were available ahead of the development of the Draft STIP including the STI implementation process.

Each open house allowed participants to study maps of projects in the Draft STIP, and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for English limited participants. Consultation was conducted with stakeholder groups throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options. In addition, the department provided the ability for citizens to take an online survey as well as provide comments online, by phone or mail.

Transportation Conformity

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 national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region, the Rocky Mount Region were “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and were also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, the Research Triangle Region and the Rocky Mount Region made conformity determinations as per the 1997 ozone NAAQS on their MTPs and their 2020-2029 TIP.

Each MPO is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures 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). As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO’s project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in the *South Coast Air Quality Mgmt. District v. EPA* case (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations may be made without the requirement of a Regional Emissions Analysis (REA) and comparison to the emission budgets approved by the US EPA. Consistency between the TIP and MTP must still be ensured.

North Carolina 2008 Ozone Maintenance Area Requiring a REA

Region	Counties	Pollutant(s)
		8-Hour Ozone
Metrolina	Cabarrus (Partial)	✓
	Gaston (Partial)	✓
	Iredell (Partial)	✓
	Lincoln (Partial)	✓
	Mecklenburg	✓
	Rowan (Partial)	✓
	Union (Partial)	✓

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

Region	Counties	Pollutant(s)
		8-Hour Ozone
Triangle	Chatham (Partial) Durham Franklin Granville Johnston Person Wake	✓ ✓ ✓ ✓ ✓ ✓ ✓

Region	Counties	Pollutant(s)
		8-Hour Ozone
Rocky Mount	Edgcombe Nash	✓ ✓

Region	Counties	Pollutant(s)
		8-Hour Ozone
Metrolina	Cabarrus Gaston Iredell (Partial) Lincoln Mecklenburg Rowan Union	✓ ✓ ✓ ✓ ✓ ✓ ✓

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.

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. Metropoilitan 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 foster transit planning on a regional and inter-regional scale.
- 5304 – Provide for statewide 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 systems to ensure 5-year budgets are met, and grants are managed appropriately.
- 5307 Large Urbanized Areas – Work with eligible MPO areas to ensure funding is fairly and equitably distributed and the needs of former 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 mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit 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 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 (531F) and Appalachian Development Transportation Assistance Program. 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, Madison, Mitchell, Polk, Rutherford, Stokes, Surry, Swain, Transylvania, 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 in rural areas to health care, shopping, education, employment, public services and recreation.
- Encourage the most efficient use of transportation funds to provide passenger trips in rural areas through coordination of programs and services.

E. Bus and Bus Facilities Program (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to 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

EPA's Transportation Conformity Regulation states "The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process or other project development studies." In an effort to not unduly influence the outcome of NEPA studies the STIP has used fairly generic descriptions of proposed work although the cost estimates were derived from specific future cross sections. In future documents, more specific descriptions will be used as the NEPA process determines a preferred alternative. So while the out years 6 through 10 may use a description like "widen to multi-lanes" as the NEPA process defines a recommended cross section this may become "widen to 4 lane median-divided cross section" as the project comes closer to having right of way and construction actually funded.

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 vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax, vehicle fees (mostly on trucks) and since 2008 it has included transfers from the U.S. General Fund. North Carolina's total transportation funding consists of roughly 75 percent state revenues and 25 percent federal.

State revenue projections are obtained from a consensus forecast by the Office of State Budget and Management (OSBM), Legislative Fiscal Research Division and NCDOT. Budget estimates developed for the Governor's biennial budget serves as a base from which NC DOT and OSBM staff develop the forecast for the remaining years. Motor Fuel revenues are forecasted based on crude oil prices from IHS Global Insight, a private financial forecasting company and in-house consumption forecasting models. DMV fee revenue forecasts are based on historical transactional information, vehicle registration, licensed driver numbers and Office of State Budget and Management projected population growth in the age range 19-84. Highway Use Tax revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price and the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/Title Fees, the two variables are statutory rates and the number of transactions, which is based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

Federal Budget

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The core formula programs are:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program

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 MFT state 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 fuel prices, which are determined by world markets and economic domestic output, vehicle fuel efficiency and alternate fuel vehicles.

Federal Aid Program

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 Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

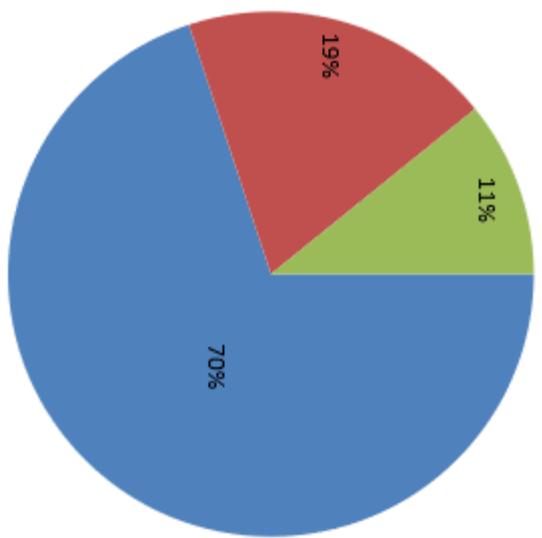
North Carolina's availability of federal funds for the STIP in FFY 2020 and FFY 2021 is expected to be about \$1,198 million each year.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of state matching funds needed for the Federal Aid Program is expected to be approximately \$300 million each year, which will be funded by the State Highway Trust Fund.

Federal Aid Construction Program - FFY 2020
(\$ in Millions)

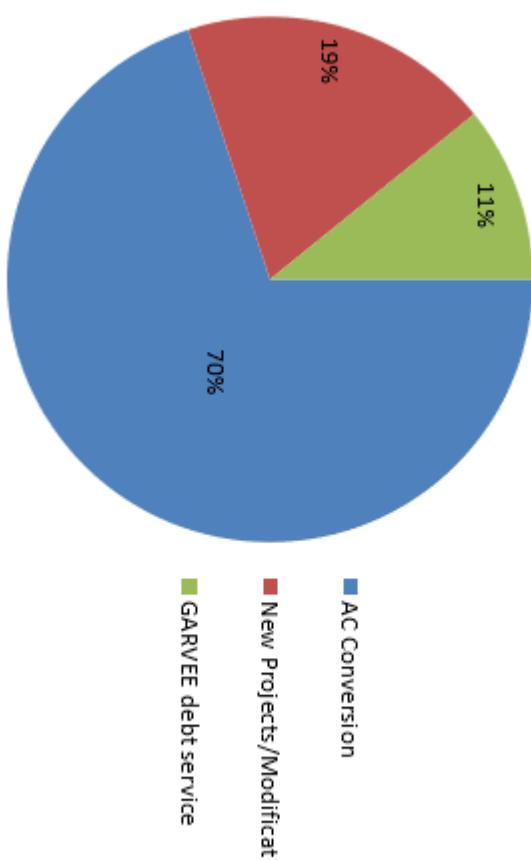
Category	Federal Funds	Required State Matching Funds	Total
National Highway Performance Program	655	164	819
Rail Hwy Crossing	7	2	9
Statewide Planning	16	4	20
TAP	22	6	28
Research Development	5	1	6
Metropolitan Planning	6	2	8
Congestion Mitigation	55	14	69
Surface Transportation Program	328	82	410
Highway Safety Improvement	64	16	80
Freight	40	10	50
Total Apportionment	1,198	300	1,498

Proposed Use of FFY 2020 Obligation Authority



Federal Aid Construction Program - FFY 2021 (\$ in Millions)			
Category	Federal Funds	Required State Matching Funds	Total
National Highway Performance Program	655	164	819
Rail Hwy Crossing	7	2	9
Statewide Planning	16	4	20
TAP	22	6	28
Research Development	5	1	6
Metropolitan Planning	6	2	8
Congestion Mitigation	55	14	69
Surface Transportation Program	328	82	410
Highway Safety Improvement	64	16	80
Freight	40	10	50
Total Apportionment	1,198	300	1,498

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” (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational 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 large 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.

	Dollars in Thousands			
	2020	2021	2022	2023
AC Beginning Balance	\$4,400,000	\$5,005,000	\$4,929,000	\$5,184,000
New AC - Programmed in STIP	\$1,575,000	\$894,000	\$1,225,000	\$1,286,000
AC Converted	\$970,000	\$970,000	\$970,000	\$970,000
AC Ending Balance	\$5,005,000	\$4,929,000	\$5,184,000	\$5,500,000

GARVEE Bonds

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.

GARVEE Bond Program
\$ in Millions

State Fiscal Year	Proceeds Including Premium	Debt Service
2008	\$299.80	\$5.06
2009		59.33
2010	263.14	67.16
2011		81.99
2012	364.9	59.84
2013		80.55
2014		86.32
2015	300.54	86.32
2016		100.00
2017	253.15	99.38
2018		95.93
2019	719.04	95.91
2020		131.63
2021		131.64
2022		131.63
2023		131.64
2024		95.38
2025		95.38
2026		95.38
2027		95.38
2028		95.38
2029		95.38
2030		95.38
2031		57.09
2032		57.09
2033		57.09
2034		57.09

BUILD NC Bonds

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. Below is a summary of Build NC bond debt service requirements.

BUILD NC Bond Program		
State Fiscal Year	Proceeds Including Premium \$ in Millions	Debt Service
2020	\$357.34	\$28.20
2021	28.20	28.20
2022	28.20	28.20
2023	28.20	28.20
2024	28.20	28.20
2025	28.20	28.20
2026	28.20	28.20
2027	28.20	28.20
2028	28.20	28.20
2029	28.20	28.20
2030	28.20	28.20
2031	28.20	28.20
2032	28.20	28.20
2033	28.20	28.20
2034	28.20	28.20

State Highway Trust Fund

Revenues for the Trust Fund are generated from 29% of the state motor fuels tax, the 3 percent use tax on the transfer of motor vehicle titles, DMV titles and other fees, and interest income. \$49 million of Trust Fund revenues 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. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$1,577 million for FY 2020 and \$17.5 billion during the 10-year period. Of this \$17.5 billion in revenue, \$490 million goes to NCTA, \$465.1 million is used for debt service on previous GO bonds and Administration, \$4 million is transferred to the Highway Fund for Visitor Centers and \$450 million is transferred to State Ports. The remaining \$15.7 billion is available for STIP purposes. After preliminary engineering, a reserve

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.)

(Dollars in Millions)													2020 THRU 2029									
													2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HIGHWAY TRUST FUND REVENUES																						
25% of Gas Tax Revenues	\$ 610.00	\$ 625.00	\$ 641.00	\$ 653.00	\$ 665.00	\$ 675.00	\$ 683.00	\$ 693.00	\$ 704.00	\$ 690.00	\$ 6,639.00											
DMV Fees & Investment Income	153.00	165.00	167.00	171.00	176.00	199.00	204.00	209.00	215.00	241.00	\$ 1,900.00											
Use Tax	814.00	815.00	824.00	845.00	871.00	894.00	917.00	941.00	967.00	1,028.00	\$ 8,916.00											
Total State Highway Trust Fund Revenues	\$ 1,577.00	\$ 1,605.00	\$ 1,632.00	\$ 1,669.00	\$ 1,712.00	\$ 1,768.00	\$ 1,804.00	\$ 1,843.00	\$ 1,886.00	\$ 1,959.00	\$ 17,455.00											
Less Transfers for NCTA GAP Funding	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	\$ (49.00)											
Less GO Debt Service	(59.77)	-	-	-	-	-	-	-	-	-	\$ (59.77)											
Less Transfer to Highway Fund	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	\$ (4.00)											
Less Program Administration	(36.62)	(37.27)	(37.90)	(38.76)	(39.76)	(41.06)	(41.89)	(42.80)	(43.80)	(45.49)	\$ (405.33)											
Less Transfer to State Ports	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	\$ (450.00)											
Net State Trust Fund Revenues	1,386.21	1,473.33	1,499.70	1,535.84	1,577.84	1,632.54	1,667.71	1,705.80	1,747.80	1,819.11	\$ 16,045.89											
Federal Aid																						
Less SPR Funds	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	\$ 12,890.00											
Less CMAQ	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	\$ (348.98)											
Less DMS (Formerly EEP)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	\$ (300.00)											
Less Yadkin River GARVEE debt service	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	\$ (200.00)											
Net Federal Aid Revenues	1,198.97	1,198.97	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	\$ 12,030.76											
Available Subtotal (Trust and Federal-aid)	2,585.18	2,672.30	2,703.80	2,739.95	2,781.95	2,836.65	2,871.81	2,909.90	2,951.91	3,023.21	\$ 28,076.65											
Less PE	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	\$ (2,500.00)											
Subtotal	2,335.18	2,422.30	2,453.80	2,489.95	2,531.95	2,586.65	2,621.81	2,659.90	2,701.91	2,773.21	\$ 25,576.65											
Less Construction Cost Overruns	(60.31)	(62.92)	(63.86)	(64.95)	(66.21)	(67.85)	(68.90)	(70.05)	(71.31)	(73.45)	\$ (669.80)											
Less Bonus Alloc. for Tolling & Local Participation	(38.15)	(35.25)	(33.20)	(36.82)	(33.34)	(0.20)	(2.50)	(20.00)	(40.00)	(40.00)	\$ (279.46)											
Funds Available for Programming Subtotal	2,236.72	2,324.13	2,356.74	2,388.18	2,432.39	2,518.60	2,550.41	2,569.86	2,590.60	2,659.76	\$ 24,627.39											
Less Inflation	(11.18)	(34.98)	(59.39)	(84.66)	(111.40)	(115.35)	(116.81)	(117.70)	(118.65)	(121.82)	\$ (891.94)											
Funds Available for Programming	\$ 2,225.54	\$ 2,289.16	\$ 2,297.35	\$ 2,303.52	\$ 2,320.99	\$ 2,403.24	\$ 2,433.60	\$ 2,452.16	\$ 2,471.95	\$ 2,537.95	\$ 23,735.45											

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 insure 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 for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the minimum is exceeded. Session Law 2014-100 Senate Bill 744 Section 34.23(c) established a cash balance maximum of one billion dollars. If the balance exceeds the maximum, the Department must report to the General Assembly and Fiscal Research the reasons for exceeding the maximum and the plans to reduce the balance.

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, delivery, and operation of an integrated system of toll roads. 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 opening fully to traffic on January 2, 2013. 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 that

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.

Total revenues for the Triangle Expressway were \$49.0 million and \$44.7 million for FY 2018 and FY 2017 respectively. FY 2018 total revenues increased by 9.6% year-over-year (YOY) when compared to FY 2017. Operating expenses for the Triangle Expressway totaled \$18.0 million and \$16.3 million for FY 2018 and FY 2017 respectively. FY 2018 operating expenses increased by 10.5% YOY from the previous year due, in part, to the increased number of transactions.



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

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 Metropolitan Planning Organization

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 Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings

and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- Council approved additional funding for project on January 19, 2021
- 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 Descriptions/Scope: This project is for the construction of a multi-use path along Middle

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

Project Status and Next Steps:

- 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 & Ravelin
- 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

and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

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



Cape Fear Public Transportation Authority

Project Update

July 2021

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.

Projects in Development									
Project Manager	Contract Committed	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	ROW Move SAP Let Date	Date
						Forward	Forward	Forward	
Central	Raleigh	B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	Y	Y	Y	7/20/2021
Central	Raleigh	15bpr.19	WMPO	New Hanover 21 on US 76 over Banks Channel	New Hanover				7/20/2021
Derek Pleech	DPOC	BP3.R004	WMPO	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	Y	12/16/2021
Trace Howell	DDRL	Yes	R-3300B	WMPO/CFRPO Hampstead Bypass	New Hanover/Pender	Y	Y	Y	1/18/2022
Central	Raleigh	15BPR.26	WMPO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y	Y	Y	1/18/2022
Mike Bass	DPOC	Yes	U-5710A	WMPO Cutoff Road & US 74 (Eastwood Road)	New Hanover	Y	Y	Y	1/20/2022
Derek Pleech	DPOC		B-4590	WMPO Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	Y	Y	Y	4/21/2022
Eric Murray	DPOC	Yes	U-5914	WMPO Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	Y	Y	Y	6/2/2022
Rail Division	Rail	Yes	P-5740	WMPO Wilmington Rail At-Grade Crossing Improvement	New Hanover				6/30/2022
Eric Murray	DPOC		W-5001DH	WMPO 3rd St and Dock St Intersection	New Hanover				9/30/2022
David Leonard	DPOC		W-5703E	WMPO US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover	Y	Y	Y	8/4/2022
Trace Howell	DPOC		W-5703R	WMPO NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover				9/15/2022
Eric Murray	DPOC		W-5703C	WMPO Monkey Junction Pedestrian Improvements	New Hanover				11/17/2022
Krista Kimmel	DDRL		U-5926	WMPO New Route from 23rd St to 26th St	New Hanover	Y	Y	Y	12/19/2023
Brian Harding	DDRL	Yes	U-6202	WMPO Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover				6/18/2024
Lydia	DPOC		I-6036	WMPO I-140 - US 17 to North of US 74 pavement rehab	Brunswick				10/17/2024
Central	Raleigh	B-5653	WMPO	Pender 14 on NC 133 over Turkey Creek	Pender				1/21/2025
Lydia	DDRL	I-6039	WMPO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender				4/15/2025
Mike Bass	DDRL	Yes	U-5710	WMPO US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover				9/16/2025
Lydia	DDRL		I-6037	WMPO I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover				2/17/2026
Trace Howell	DDRL	Yes	U-5792	WMPO MLK at College	New Hanover				6/16/2026
Trace Howell	DDRL	Yes	R-3300A	WMPO Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/Pender	Y	Y	Y	9/15/2026
Brian Harding	DDRL	Yes	U-5954	WMPO NC 133 at 23rd St Roundabout	New Hanover				6/15/2027
Brian Harding	DDRL	Yes	U-5731	WMPO US 74 at US 17/US 421 Flyover	New Hanover				5/16/2028

Project Manager	Contract T Committed	TIP	PO	Description	County	Utilities Forward	ROW Forward	ROW Move	SAP Let Date
						Move	Move	Move	
Krista Kimmel	DDRL	Yes	U-4434	WMPO	Independence Boulevard Extension	New Hanover			6/20/2028
Brian Harding	DDRL	Yes	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover			7/18/2028
Lydia	DPOC		I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	Brunswick, New Hanover			1/16/2028
Trace Howell	DDRL	Yes	U-5732	WMPO/CFRPO	Hampstead Median: US 17 from SR 1582 (Washington Acres Rd) to Vista Lane	Pender			9/19/2028
Krista Kimmel	DDRL	Yes	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover			12/19/2028
Krista Kimmel	DDRL	Yes	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover			12/19/2028
Brian Harding	DDRL	Yes	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	Y		6/19/2029
Trace Howell	DDRL	Yes	U-5734	WMPO	US 421 Front St Widening	New Hanover			PY
Brian Harding	DDRL	Yes	U-5739	WMPO	Monkey Junction Interchange	New Hanover			PY
Trace Howell	DDRL	Yes	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover			PY
Trace Howell	DDRL	Yes	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover			PY
Trace Howell	DDRL	Yes	U-5704	WMPO	US 17 (Oleander) at College	New Hanover			PY
Krista Kimmel	DPOC	Yes	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover			PY
Trace Howell	DDRL	Yes	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover			PY
Brian Harding	DPOC	No	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover			PY
Trace Howell	DDRL	Yes	U-5702B	WMPO	College Rd/Access management improvement from Carolina Beach Rd to Shipyard Blvc	New Hanover	PY		
None	DDRL	Yes	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover	PY		

Date Completed:

7/6/2021

PO:

WMPO

Contact:

Caitlin Marks
910-341-2001
cmmarks@ncdot.gov

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
DC00290	Kirsten Spirakis	New Hanover	I-40 at Exit 420 - GRP 2	Jul-21	83.8%	
DC00291	Kirsten Spirakis	New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	70.75%	
C204319	Alex Stewart	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr		Nov-22	45.00%	
DC00309	Daniel Jones	New Hanover	LLM Landscape Improvement - Available August 1	Dec-22	0	
C203980	Alex Stewart	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Mar-23	52.85%	

Resurfacing						
Contract Number	Year	County	Resident	MPO/RPO	Map	Routes
C204409	2021	Brunswick	Lydia McKeel	CFRPO/GSATS/WMPO	0	1 SECTION OF US-17, US-74/76, AND NC-130; AND 11 SECTIONS OF SECONDARY ROADS
DC00304	2021	Brunswick	Lydia McKeel	CFRPO/GSATS/WMPO	0	US 17, NC 904 & VARIOUS SECONDARY RDS.
DC00302	2021	New Hanover	Lydia McKeel	WMPO	0	New Hanover County Resurfacing - Avail May 2021
DC00294	2021	New Hanover	Lydia McKeel	WMPO	0	New Hanover County Resurfacing - Avail March 2021

Interactive Resurfacing Map can be found here: <https://ncdot.maps.arcgis.com/apps/dashboards/dfbd3ddde51a4cf4ba6a6334a59806e1>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

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

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

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

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

Website: ncdot.gov

all the incredible ideas our employees have implemented to make NCDOT a better, more efficient organization.

Updates on Coronavirus (COVID-19) in North Carolina: <https://covid19.ncdhhs.gov/>

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.