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Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.

**Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: May 21, 2021
SUBJECT: May 26th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, May 26, 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/85449042235>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646-876-9923. And when prompted, enter:
Meeting ID#: 854 4904 2235

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 May 25, 2021 by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Closed Session
- 7) Presentation
 - a. NCDOT Division 3 Project Update- Chad Kimes, Division Engineer

Wilmington Urban Area Metropolitan Planning Organization

8) Consent Agenda

- a. Approval of Board Meeting Minutes from April 28, 2021 (p. 4 - 11)
- b. Resolution approving the 2020-2029 STIP/MPO TIP Amendments 21-2 (p. 12 - 16)
- c. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-4 (p. 17 - 19)
- d. Resolution supporting the allocation of additional Direct Attributable (DA) funding to the Town of Carolina Beach for the Island Greenway (U-5534L) (p. 20 - 21)
- e. Resolution supporting the City of Wilmington's application for the North Carolina Department of Transportation for the 2021 Bicycle and Pedestrian Planning Grant Initiative to update Walk Wilmington: A Comprehensive Pedestrian Plan (p. 22)
- f. Resolution endorsing the Draft Prioritization 6.0 Local Input Methodology for Review and Approval by the North Carolina Department of Transportation (p. 23 - 30)
- g. Resolution approving Amendment #2 to the FY 20-21 Unified Planning Work Program (p. 31 - 35)
- h. Resolution adopting the Re-alignment of On-Road sections of the East Coast Greenway in the Wilmington Urban Area Metropolitan Planning Organization's Boundary (p. 36 - 37)
- i. Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO TIP Amendments #21-3 (p. 38 - 40)

9) Regular Agenda

- a. Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan (p. 41)
- b. Resolution supporting the Completion of a Feasibility Study to Evaluate Potential Solutions for an Improved Bicycle and Pedestrian Crossing on College Road in the vicinity of the University of North Carolina- Wilmington (p. 42)
- c. Resolution adopting the Coronavirus Response and Relief Supplemental Appropriations Act (COVID-19 Direct Attributable) Project Submittal Guide and Competitive Process (p. 43 - 75)

10) Discussion

- a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-5 (p. 76 - 78)
- b. Northern Brunswick Bicycling Event (p. 79 - 81)

11) Updates

- a. Wilmington Urban Area MPO (p. 82 - 88)
- b. Cape Fear Public Transportation Authority (p. 89 - 90)
- c. NCDOT Division (p. 91 - 94)
- d. NCDOT Transportation Planning Division (p. 95 - 97)

12) Announcements

- a. Go Coast TDM Committee Meeting- May 20, 2021

13) Next meeting – June 30, 2021

Attachments

- MPO Board Meeting Minutes- April 28, 2021
- Proposed 2020-2029 STIP/MPO TIP Amendments 21-2
- Resolution approving the 2020-2029 STIP/MPO TIP Amendments 21-2
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications 21-4
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-4
- Letter from the Town of Carolina Beach
- Resolution supporting the allocation of additional Direct Attributable (DA) funding to the Town of Carolina Beach for the Island Greenway (U-5534L)

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- Resolution supporting the City of Wilmington’s application for the North Carolina Department of Transportation for the 2021 Bicycle and Pedestrian Planning Grant Initiative to update Walk Wilmington: A Comprehensive Pedestrian Plan
 - Wilmington Urban Area MPO’s Draft Prioritization 6.0 Local Input Methodology
 - Resolution endorsing the Draft Prioritization 6.0 Local Input Methodology for review and approval by the North Carolina Department of Transportation
 - Proposed Amendment #2 to the FY 20-21 Unified Planning Work Program
 - Resolution approving Amendment #2 to the FY 20-21 Unified Planning Work Program
 - Map of Proposed East Coast Greenway Modifications
 - Resolution adopting the Re-alignment of On-Road sections of the East Coast Greenway in the Wilmington Urban Area Metropolitan Planning Organization’s Boundary
 - Proposed 2020-2029 STIP/MPO TIP Amendments #21-3
 - <https://www.wmpo.org/plans/transit-plans/>
 - Resolution adopting the Cape Fear Public Transportation Authority’s Locally Coordinated Public Transportation Plan
 - Resolution supporting the Completion of a Feasibility Study to Evaluate Potential Solutions for an Improved Bicycle and Pedestrian Crossing on College Road in the vicinity of the University of North Carolina-Wilmington
 - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Recommended Evaluation Criteria for Special Call for Projects Memorandum
 - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Submittal Guide
 - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Request Form
 - Resolution adopting the Coronavirus Response and Relief Supplemental Appropriations Act (COVID-19 Direct Attributable) Project Submittal Guide and Competitive Process
 - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-5
 - Proposed Northern Brunswick Bicycling Event Memorandum
 - Proposed Northern Brunswick Bicycling Event Map
 - Wilmington Urban Area MPO Project Update (May)
 - Cape Fear Public Transportation Authority Update (May)
 - NCDOT Division Project Update (May)
 - NCDOT Transportation Planning Division Project Update (May)



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

MPO Board Remote Meeting Minutes
Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C.
Wednesday, April 28, 2021

Members Present (In-Person)

David Piepmeyer, Pender County
Eulis Willis, Town of Navassa

Members Present (Remotely)

Hank Miller, Town of Wrightsville Beach
Brenda Bozeman, Town of Leland
Neil Anderson, City of Wilmington
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
Mike Forte, Brunswick County

Others Present (In-Person)

Mike Kozlosky, Executive Director, WMPO
Abby Lorenzo, Deputy Director, WMPO
Nick Cannon, Go Coast TDM Program
Coordinator, WMPO
Scott A. James, Transportation Planning Engineer,
WMPO

Others Present (Remotely)

Trevor Stewart, GIS Analyst, WMPO
Regina Hopkins, Senior Accountant, WMPO
Chad Kimes, NCDOT Division Engineer
Megan Matheny, Deputy Director, Wave Transit

1) Call to Order

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

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

Present: David Piepmeyer, Brenda Bozeman, Neil Anderson, Charlie Rivenbark, Deb Hays, Mike Allen, John Ellen, Jonathan Barfield, Mike Forte and Eulis Willis. **Absent:** Hank Miller, LeAnn Pierce and Landon Zimmer

2) Conflict of Interest Statement

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

3) Approval of Board Members' Excused Absences

Mr. Kozlosky stated that no excused absences from this meeting were received.

4) Approval of the Agenda

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

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

5) **Public Comment Period**

Mr. Kozlosky stated that no public comments were received.

6) **Presentation**

a. **“Be A Looker” Campaign - Nick Cannon, WMPO**

Go Coast TDM Program Coordinator Nick Cannon gave brief presentation on the “Be A Looker,” a biennial bicycle and pedestrian safety campaign. He gave the following crash statistics:

Time span	Crash type	North Carolina	WMPO Region
Annually	Pedestrian-to-vehicle	2,000	341
2015-2019	Bicycle-to-vehicle	1,000	504

Mr. Cannon stated that New Hanover County has the 4th highest number of bike and pedestrian crashes and the highest number of crashes per capita. He explained that the “Be A Looker” campaign seeks to reduce the number of bicycle and pedestrian injuries and fatalities by promoting biking and walking as legitimate modes of transportation.

In response to an inquiry by Chairman Piepmeyer, Mr. Cannon stated that there have been several fatalities over the past few years.

Mr. Cannon said the second goal of the campaign is to educate those in the WMPO region on the rules of the road for driving, walking, and bicycling. He gave a brief overview of the previous marketing campaign from April to September of 2019. He noted that the final report including community feedback from the 2019 campaign is available online at www.GoCoastNC.org.

Mr. Cannon stated that this year’s campaign will run from May to October and be similar to the 2019 campaign but with an increased emphasis on community programming to include helmet fittings, and safety lessons in collaboration with the Wilmington Fire Department, and other identified partners within the MPO region.

Chairman Piepmeyer requested injury and fatality statistics to identify trends and the long-term success of the program. Mr. Cannon responded that the crash statistics are on gathered every few years by the Wilmington Police Department and DOT. Chairman Piepmeyer asked that a request be made to gather the data on an annual basis.

b. **Proclamation: “May as Bike Month”**

Chairman Piepmeyer read the proclamation naming May 2021 as Bike Month

c. **Belville 2030 Plan – Adrienne Harrington, Smart Moves Consulting**

Ms. Adrienne Harrington, Smart Moves Consulting, the Town of Belville’s on-call consulting firm, gave a presentation on the Belville Vision 2030 Plan. She encouraged MPO Board members to visit Brunswick Riverwalk Park at Belville, considered to be the “gym” of the town. She noted that the study area for the 2030 Plan fronts the Brunswick River to the east and is bounded by US-74/76 further to the north and NC-133 to the west. She explained that purpose of the plan is to identify and integrate opportunities for dining, shopping, and mixed-use development for a future downtown Belville with recreation and outdoors amenities such as the extension of the Riverwalk trail. She added that NCDOT is interested in relocating its maintenance facility, which makes the creation of a downtown riverfront possible.

Ms. Harrington displayed some examples of southeastern coastal and river front downtowns and small urban developments that preserve the character of those locations. She noted that economic impact analysis was conducted that resulted in 22 potential amenities and retail sectors that would be most beneficial to a successful downtown. She noted that the public survey polls the top-10 preferred amenities. Future transportation options include the following:

- Gullah Geechee Heritage Trail (greenway and blue way)
- Chappell Loop Road Bike Lanes and Sharrows (MPO 2045 MTP: BP-298)
- Belville Elementary Multi-Use Path (STBGP-DA funded and in design)
- Rice Hope Multi-Use Path (STBGP-DA funded and in design)
- NC-133/River Road Widening (MPO 2045 MTP: RW-51, 2040)
- NC-133 Modernization along the plan area (U-5914, let date FY22)

Ms. Harrington said that a website has been developed for the plan, www.townofbelville.com/vision2030. She noted that the public input period is open until the end of day today with an online or paper survey of 18 questions can be completed in 10 minutes total. She added that two in-person public meetings were held on April 14th and 15th. After the draft is ready, it will be circulated for further public input.

Mr. Rivenbark and Mr. Allen expressed appreciation to Ms. Harrington for the presentation.

7) Consent Agenda

- Approval of Board Meeting Minutes from March 31, 2021**
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-3**

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

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

8) Regular Agenda

- Resolution adopting Cape Fear Change in Motion 2020**

Mr. Kozlosky reminded members that Go Coast TDM Program Coordinator Nick Cannon gave an overview of Cape Fear Change in Motion 2020 at the MPO Board's last meeting. He noted that staff provided some information this afternoon regarding the impacts of COVID on the TDM program. He added that the plan will guide the TDM program over the next five years.

There being no questions or comments, Ms. Bozeman made a motion to adopt the Cape Fear Change in Motion 2020. Mr. Ellen seconded the motion, and it carried unanimously by roll call as follows:

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

9) Discussion

- COVID-19 Direct Attributable Funding Allocation**

Mr. Kozlosky stated that this item relates to the COVID-19 Direct Attributable Funding Allocation.

Transportation Planning Engineer Scott A. James said that this item is the second part of the discussion held in March regarding the Corona Virus Response and Relief Supplemental Appropriations Act of 2021. He noted that the COVID-19 Direct Attributable Funding was the local allocation of \$10 billion of highway infrastructure program funding. Of that amount, the WMPO is the recipient of \$1,333,044, which are available for obligation until September 30, 2024 and the federal share payable shall be up to 100%. In March, the Technical Coordinating Committee (TCC) discussed if the share should be payable up to 100%, or at the 80% level that is consistent with existing Surface Transportation Block Grant and Transportation Alternatives Set Aside-Direct Attributable funding programs. In March, the TCC and MPO Board supported making the funds 100% payable, and the Board directed staff to make criteria by which additional funds would be awarded.

Mr. James stated that staff reviewed the current methodology to score and award projects, and suggests the following modifications:

1. Remove the local match percentage currently worth five points out of a total of 83 points
2. Add metric to reflect whether the project is existing or new
3. Include metric to permit documentation of hardships resulting from a COVID-19 pandemic-related event or consequence

Mr. Kozlosky stated that once staff receives direction from the Board, it will bring back a call for projects as well as scoring criteria for consideration at its next meeting.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky stated that if the Board were to approve the call for projects as well as the scoring criteria at its next meeting, staff would advertise in June.

In response to an inquiry by Mr. Willis, Mr. Kozlosky stated that staff is considering grading projects out of a total score of 100. He noted that staff would bring the point totals back to the Board at its next meeting.

A lengthy question/answer and discussion period regarding the allocation of the funds followed.

Chairman Piepmeyer inquired about tiebreakers. Mr. Kozlosky responded that staff would bring forward recommendations to the Board.

Chairman Piepmeyer expressed concerns that the money would be allocated fairly and pointed out that a high scoring project with a high cost might eat up all the funds.

Mr. Rivenbark pointed out that \$1.3 million is not a lot of money. Chairman Piepmeyer concurred.

Mr. Ellen suggested spending the money on the "Be A Looker" TDM Campaign. He commented that a million of infrastructure could be one I-beam.

Mr. Forte commented that \$400,000 per county might buy a traffic light and the money might be better spent on a project that would benefit all three counties. Ms. Bozeman pointed out that the amount would not pay for a single stop light.

Mr. Rivenbark inquired about limitations of the funds. Mr. Kozlosky responded that the funds are like those for the STBG program. He pointed out that the funds came from the COVID-2 Bill to address

issues that resulted from the pandemic, which is why identified hardships resulting from the COVID-19 pandemic was included in the recommended scoring.

Mr. Kozlosky stated that staff discussed the equitable distribution of the funds and prepared a slide illustrating a distribution of funds based on the percentage of population in the MPO region. However, he commented that he would not advocate a distribution based on population. Chairman Piepmeyer commented he requested this slide, but that he does not advocate it either.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky stated that limitations exist. However, projects like those implemented under the previous programs could be implemented such multi-use paths, sidewalks, traffic signal installation, etc.

Mr. Willis inquired about the metric to distinguish between an existing or a new project. Mr. James responded that the idea was for projects that were previously not proposed due to the lack of a local match or for some other reason to be proposed as 100% payable. He noted that ongoing projects might have run into cost overruns or other difficulties. He pointed out that each is different to evaluate and staff wanted the ability to evaluate them independently.

Mr. Rivenbark inquired about use of the old Highway 17 roadbed for a bicycle-pedestrian walkway, or a plan from DOT or any municipality in Brunswick County to move bicyclists or pedestrians safely between Brunswick County and New Hanover County.

Mr. Allen said that there had been some discussion about it a year ago. He noted that DOT said the roadbed still exists. However, this was before the pandemic. He noted he would revisit it.

Mr. Rivenbark commented that this would be a high priority project. Mr. Allen said that the project using the old roadbed was estimated to cost \$700,000.

It was the consensus of the Board to move forward with staff's proposal to change the methodology and to bring forward a proposal for scoring criteria and call for projects at the Board's next meeting.

Chairman Piepmeyer pointed out that this would be contingent upon further consideration.

In response to an inquiry by Mr. Willis, Mr. Kozlosky stated that a documented COVID impact would be included in the scoring criteria.

b. Prioritization 6.0 Local Input Methodology

MPO Deputy Director Abby Lorenzo gave an overview of the draft Local Input Methodology for Prioritization 6.0. She stated that staff has been engaging in the prioritization process with NCDOT since early 2020. Last summer, the MPO submitted its projects for quantitative scoring. She reminded members that prioritization is based on the Strategic Transportation Investment (STI) law, and is a methodical, data-driven process for prioritizing projects for funding. She gave an overview of the funding tiers, the point distribution and project eligibility. She noted that the methodology requirements are defined by North Carolina General Statute §136-18.42 and ensure a readable document and a transparent process.

Ms. Lorenzo stated that the methodology of Prioritization 6.0 resembles that of Prioritization 5.0. She noted that the method of calculating Local Input Points (LIP) has changed in Prioritization 6.0 to allow the MPO an additional 100 points in the Regional and Division tiers, and gives an option to include a flex policy that would allow up to 500 points to be flexed between the Regional and Division tiers.

Ms. Lorenzo explained the difference between scoring. She noted that Prioritization 5.0 considered its quantitative score, the previous Prioritization 4.0 score, consistency with plans, status of project in development, and inclusion in the adopted strategic business plan for a total of 1,500 points per tier, and the top 15 highest scoring projects receiving 100 points. For Prioritization 6.0, staff proposes to drop the previous prioritization score criteria and add a criterion of project alignment with NCDOT Division 3 as well as the flex policy language. She also recommended is a modal project mix standard to commit 100 points to each mode wherever possible. If the top 16 projects are highway projects, projects ranking 13 through 16 would be removed and be replaced by projects from each of the non-highway modes. This would ensure that the MPO continues to support multi-modal infrastructure by assigning at least 100 points for top scoring multi-modal project for each mode.

Chairman Piepmeyer inquired about the basis for removing the score of the previous prioritization. Ms. Lorenzo responded that the proposed change is based on experience from Prioritization 5.0. She explained that staff worked closely with Division 3 to match points, particularly on the Division tier, and was successful in having several MPO projects picked up due to the collaborative effort.

Ms. Lorenzo stated that staff will need to send the Local Input Methodology (LIM) to the NCDOT Methodology Review Committee. She noted that the LIM is required to be presented for the Board for consideration for approval by July 30, 2021 and displayed the remaining tentative P 6.0 timeline is as follows:

- 8/31/21 – Quantitative scores released
- 9/1/21-11/30/21 – Regional Impact point assignment window
- 1/30/22 – Programmed Regional Impact projects released
- 2/1/22-4/29/22 – Division Needs point assignment window
- August 2022 – Draft 2023-2032 STIP released

Mr. Anderson expressed concerns regarding further delay to larger projects that are on the back burner. Mr. Kozlosky reminded members that the prioritization process is not for projects that have already been committed, such as those impacted by DOTs cash flow challenges. He noted that this is for new projects or those subject to reprioritization at the very back of the STIP.

Mr. Kozlosky inquired about support for the change in the scoring process to remove the previous prioritization score (revamp as a collaboration score), the flex policy, and the proposed modal mix. He noted that once support is established, staff will submit a draft to NCDOT for review per state law.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky suggested that the Board consider this at its May meeting.

c. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-4

Mr. Kozlosky stated that this item is for information purposes only.

d. 2021 River to Sea Ride

Mr. Kozlosky stated that the River to Sea Committee is considering October 16, 2021 for the event. He noted that the event has been rescheduled from spring to fall.

e. MPO Board Meetings (In Person)

Mr. Kozlosky requested that the Board resume meeting in-person starting in May.

Chairman Piepmeyer commented that next month's meeting will have a closed session and expressed support for meeting in-person in view of announcements by the CDC and increased vaccinations.

Ms. Hays spoke in favor of in-person meetings and said she needed to leave the meeting. Other board members who spoke in favor of in-person meetings included Mr. Rivenbark, Mr. Ellen, Ms. Bozeman and Mr. Miller.

Mr. Miller also expressed appreciation for the remote meeting option and inquired about an alternative to the downtown venue due to parking. Mr. Kozlosky responded that the venue would need to provide the required spacing and that staff will investigate other meeting locations. Mr. Barfield commented that the Government Center is always an option.

10) Updates

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

Mr. Kozlosky stated that the updates are included in the agenda packet. Regarding the MPO update, he reminded members that at the last meeting, the Board supported securing an earmark or community project funding for the Drysdale Drive Extension part of the Military Cutoff/Eastwood Road Interchange Project. He noted that staff worked successfully with Congressman Rouzer and his office for the Congressman to submit the project.

Chairman Piepmeyer expressed appreciation to Mr. Kozlosky for recommending a good project for the region that will not negatively impact any of the other projects in the region.

Mr. Kozlosky reminded members that Senator Lee introduced Senate Bill 398 to reinstate the MPO's protections as it relates to the filing of Map Act. He noted that the Bill has moved out of the Rules Committee and has been assigned to the Senate Transportation Committee. He added that a favorable recommendation of the Senate Transportation Committee would send the Bill back to the Rules Committee.

In response to an inquiry by Mr. Rivenbark regarding the delay, Mr. Kozlosky stated that the protections were removed with the Map Act legislation repeal in 2019. He noted that Senator Lee was involved with introducing it in 2017. He added that the MPO has been working on it ever since 2019 to have it reinstated. He commented that it has just taken time to get it through the legislative process.

Mr. Kozlosky noted that a closed session would be held at the next MPO Board meeting. Also, the MPO is embarking on the update of its strategic plan with Fountainworks. He noted that he distributed a survey earlier this week regarding staffing and organizational efficiencies that will guide the MPO. He encouraged members to complete the survey, which should only take a few minutes.

11) Announcements

- a. **Go Coast TDM Committee Meeting – May 20, 2021**
- b. **Next MPO Board meeting – May 26, 2021**

Mr. Kozlosky said that staff would search for another location.

12) Adjournment

Mr. Barfield expressed appreciation to Chairman Piepmeyer for sending Pender County's clerk to New Hanover County. Chairman Piepmeyer spoke highly of Ms. Long.

Mr. Ellen requested to be excused from the May MPO Board meeting. He noted that he would be attending his eldest grandson's high school graduation in St. Louis.

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

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

The meeting was adjourned at 4:13 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 #21-2 (March 2021)

STIP ADDITIONS

* TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5310 CAPITAL PROJECTS FOR RURAL NON TRANSIT PROJECTS <u>ADD PROJECT TC-0018 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2022 - \$341,000 (S) FY 2022 - \$364,000 (L) FY 2022 - \$275,000 (5310) \$980,000
* TC-0019 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 CAPITAL FUNDS FOR FTA GRANTS <u>ADD PROJECT TC-0019 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2022 - \$1,715,000 (S) FY 2022 - \$1,715,000 (L) FY 2022 - \$13,717,000 (5311) \$17,147,000
* TC-0020 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5339 SMALL URBAN <u>ADD PROJECT TC-0020 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2022 - \$219,000 (S) FY 2022 - \$219,000 (L) FY 2022 - \$1,747,000 (5339) \$2,185,000
* TC-0021 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5339 STATEWIDE RURAL <u>ADD PROJECT TC-0021 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2022 - \$567,000 (S) FY 2022 - \$567,000 (L) FY 2022 - \$4,536,000 (5339) \$5,670,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-2 (March 2021)

STIP ADDITIONS

* TC-0022 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 ADTAP CAPITAL FUND FOR FTA GRANTS <u>ADD PROJECT TC-0022 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION</u>	CAPITAL	FY 2022 - FY 2022 - FY 2022 -	\$188,000 (S) \$188,000 (L) \$1,504,000 (ADTAP)	
					\$1,880,000	
* TM-0025 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5310 OPERATING PROJECTS <u>ADD PROJECT TM-0025 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2022 - FY 2022 -	\$2,106,000 (L) \$2,106,000 (5310)	
					\$4,212,000	
* TM-0027 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>ADD PROJECT TM-0027 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 - FY 2022 - FY 2022 -	\$892,000 (S) \$2,676,000 (L) \$14,272,000 (5311)	
					\$17,840,000	
* TM-0028 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 OPERATING FUNDS FOR FTA GRANTS <u>ADD PROJECT TM-0028 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2022 - FY 2022 -	\$817,000 (L) \$817,000 (5311)	
					\$1,634,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-2 (March 2021)

STIP ADDITIONS

* TM-0029 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>ADD PROJECT TM-0029 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 -	\$3,361,000	(5311)
					\$3,361,000	
* TM-0030 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>ADD PROJECT TM-0030 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 -	\$177,000	(ADTAP)
					\$177,000	
* TM-0031 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, RTAP STATEWIDE FUNDS FOR FTA GRANTS <u>ADD PROJECT TM-0031 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 -	\$280,000	(RTAP)
					\$280,000	
* TM-0032 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS <u>ADD PROJECT TM-0032 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2022 -	\$4,227,000	(5311)
					\$4,227,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-2 (March 2021)

STIP ADDITIONS

* TM-0033 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NC DOT, 5311(F) INTERCITY BUS - STATE ADMIN <u>ADD PROJECT TM-0033 TO STIP. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 -	\$494,000 (5311) \$494,000
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #21-2 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 amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendment #21-2; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on this proposed amendment.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendment #21-2.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

* TI-6109 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS <u>MODIFY FEDERAL FUNDS RECEIVED FROM FTA BASED ON FY 21-22 GRANTS.</u>	OPERATIONS	FY 2021 - \$2,698,000 (5311) \$2,698,000
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* TM-0033 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311(F) INTERCITY BUS - STATE ADMIN <u>MODIFY FEDERAL FUNDS RECEIVED FROM FTA BASED ON FY 21-22 GRANTS.</u>	OPERATIONS	FY 2022 - \$2,698,000 (5311) \$2,698,000
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* TU-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT. <u>CORRECT FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	PLANNING	FY 2021 - \$12,000 (S) FY 2021 - \$110,000 (5312) \$122,000
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Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-4 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 #21-4.

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 #21-4.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

LeAnn Pierce
Mayor

Steve Shuttleworth
Council Member

Lynn Barbee
Council Member



Jay Healy
Mayor Pro Tem

JoDan Garza
Council Member

Bruce Oakley
Town Manager

Town of Carolina Beach
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Carolina Beach, NC 28428
Tel: (910) 458-2999
Fax: (910) 458-2997

April 29, 2021

Mike Kozlosky
Executive Director
Wilmington MPO

Dear Mr. Mike Kozlosky

Thank you for supporting the Town's Island Greenway and Cape Fear Blvd multi-use path. These projects have increased safety, recreation, tourism, and overall esprit de corps for the community. As we move forward towards closing out the project, we realized several administrative costs were not cost shared with federal dollars. Although this is consistent with our agreements, the Town would like to respectfully request the Wilmington MPO consider supporting an 80/20 federal and local match. We have talked with NC DOT and they anticipate this potential cost breakdown being:

\$67,697 in federal funds

\$22,689 in local funds

Once paid we should be able to receive a final voucher letter from the DOT which will officially close out these projects and allow us to move forward with future enhancements. Thank you for your time and consideration.

Sincerely,

Bruce Oakley
Town Manager

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE FUNDS
TO THE TOWN OF CAROLINA BEACH FOR THE ISLAND GREENWAY (U-5534L)**

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

WHEREAS, on July 18, 2012 the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, Surface Transportation Block Grant- Direct Attributable (STBGP-DA) funds are available for all designated TMAs; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated 2014 STBGP-DA funds to the Town of Carolina Beach for the Island Greenway (U-5534L); and

WHEREAS, the Island Greenway project was completed by the Town in 2019; and

WHEREAS, in working to close out the project, it was identified that the administrative costs exceeded the available budget; and

WHEREAS, the Town has requested additional funding in the amount of \$67,697 from the Wilmington Urban Area Metropolitan Planning Organization and will provide the local match in the amount of \$22,689.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$67,697 to the Town of Carolina Beach for the Island Greenway (U-5534L).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGNAIZATION
BOARD**

**RESOLUTION SUPPORTING THE CITY OF WILMINGTON’S APPLICATION TO
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR THE 2021
BICYCLE AND PEDESTRIAN PLANNING GRANT INITIATIVE TO UPDATE THE
CITY’S “WALK WILMINGTON: A COMPREHENSIVE PEDESTRIAN PLAN”**

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

WHEREAS, to encourage the development of comprehensive bicycle plans and pedestrian plans the North Carolina Department of Transportation has created a matching grant program to fund plan development; and

WHEREAS, the North Carolina Department of Transportation is accepting proposals from communities for the 2021 Bicycle and Pedestrian Planning Grant Initiative until June 30, 2021; and

WHEREAS, the program gives municipalities across the state an opportunity to develop and/or update comprehensive bicycle and pedestrian plans; and

WHEREAS, in 2007, the City of Wilmington received a planning grant from the North Carolina Department of Transportation to develop a comprehensive pedestrian plan; and

WHEREAS, the final plan entitled “Walk Wilmington: A Comprehensive Pedestrian Plan” was adopted by Wilmington City Council on August 4, 2009; and

WHEREAS, the City of Wilmington desires to submit an application for the 2021 NCDOT Bicycle and Pedestrian Planning Grant Initiative to complete an update to their pedestrian plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports an application by the City of Wilmington to the North Carolina Department of Transportation for the 2021 Bicycle and Pedestrian Planning Grant Initiative to update the City’s “Walk Wilmington: A Comprehensive Pedestrian Plan.”

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on May 26, 2021.

David Piepmeyer, Chair

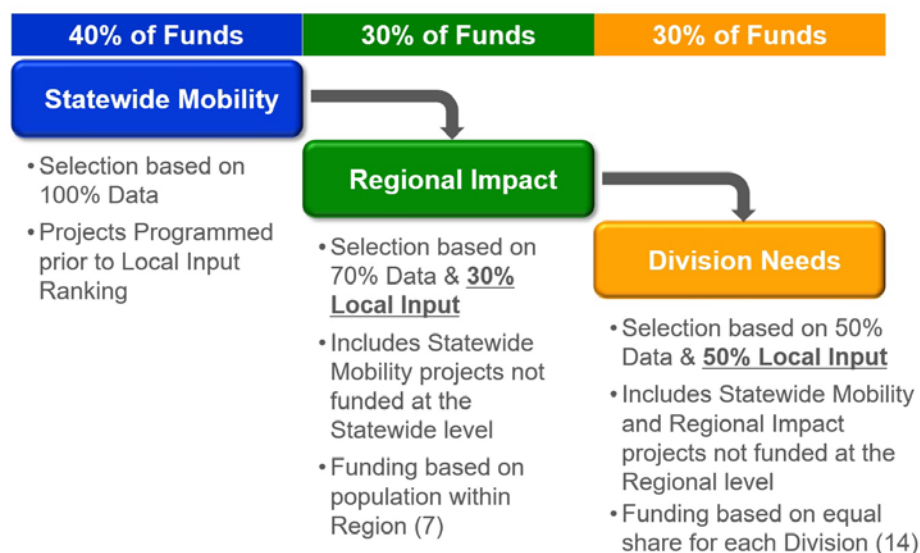
Mike Kozlosky, Secretary

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.

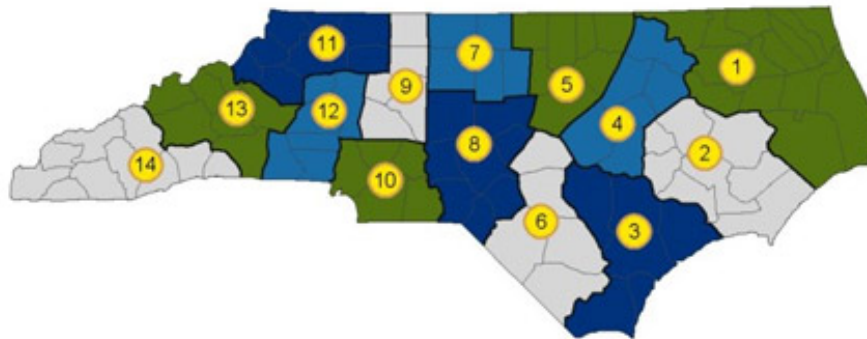
The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

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.

NCDOT Divisions



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

Selection of Projects for Prioritization 6.0

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

Description of Criteria and Weights

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

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

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

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

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

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

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

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

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

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

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

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

Total Score and Project Ranking

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

Example:

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

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

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

Final Local Input Point Assignment

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

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

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

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

Schedule and Public Outreach

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

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

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

Prioritization 6.0 Process Schedule 2019 - 2022

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

Point Assignment Process

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

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

Local Input Point Criteria

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

Local Input point Assignment Results

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

Material Sharing

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ENDORSING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S PRIORITIZATION 6.0 LOCAL INPUT METHODOLOGY FOR
REVIEW AND APPROVAL BY THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION**

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 levels; 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 a local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 6.0 for NCDOT's review.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the Wilmington Urban Area Metropolitan Planning Organization's Prioritization 6.0 Local Input Methodology for review and approval by the North Carolina Department of Transportation.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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www.wmpo.org

2020-2021 Unified Planning Work Program Amendments #2 – PL104 (f)
May 26, 2021

II-A-1 Traffic Volume Counts - Based on anticipated expenditures, the line item decreased by \$6,500

II-A-2 Vehicle Miles of Travel - Based on anticipated expenditures, the line item decreased by \$250

II-A-4 Traffic Accidents - Based on anticipated expenditures, the line item decreased by \$250

II-A-5 Transit System Data - Based on anticipated expenditures, the line item decreased by \$500

II-A-6 Dwelling Unit and Population Changes - Based on anticipated expenditures, the line item decreased by \$1,947

II-A-9 Travel Time Studies - Based on anticipated expenditures, the line item decreased by \$50

II-A-12 Bicycle and Pedestrian Facilities Planning - Based on anticipated expenditures, the line item decreased by \$3,400

II-B-3 Travel Model Updates - Based on anticipated expenditures, the line item decreased by \$118

II-B-6 Community Goals and Objectives - Based on anticipated expenditures, the line item decreased by \$6,270

II-B-8 Capacity Deficiency Analysis - Based on anticipated expenditures, the line item decreased by \$1000

II-B-9 Highway Element of LRTP - Based on anticipated expenditures, the line item decreased by \$14,000

II-B-10 Transit Element of LRTP - Based on anticipated expenditures, the line item increased by \$900

II-B-11 Bicycle and Pedestrian Planning - Based on anticipated expenditures, the line item increased by \$7,100

Wilmington Urban Area Metropolitan Planning Organization

II-B-12 Airport/ Air Travel Element of LRTP - Based on anticipated expenditures, the line item decreased by \$3,000

II-B-13 Collector Street Element of LRTP - Based on anticipated expenditures, the line item decreased by \$2,000

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

II-B-15 Freight Movement/ Mobility Planning - Based on anticipated expenditures, the line item decreased by \$7,000

II-B-17 Congestion Management Strategies - Based on anticipated expenditures, the line item increased by \$12,000

III-A Planning Work Program - Based on anticipated expenditures, the line item decreased by \$660

III-C-1 Title VI - Based on anticipated expenditures, the line item decreased by \$500

III-C-2 Environmental Justice - Based on anticipated expenditures, the line item decreased by \$500

III-C-3 Minority Business Enterprise Planning - Based on anticipated expenditures, the line item decreased by \$500

III-C-4 Planning for the Elderly and Disabled - Based on anticipated expenditures, the line item decreased by \$250

III-C-6 Public Involvement - Based on anticipated expenditures, the line item decreased by \$3,805

III-C-7 Private Sector Participation - Based on anticipated expenditures, the line item decreased by \$1,250

III-D-2 Environmental Analysis and Pre-TIP Planning - Based on anticipated expenditures, the line item decreased by \$500

III-D-3 Special Studies: Staff Time / Planning - Based on anticipated expenditures, the line item decreased by \$3,600

III-D-4 Regional and Statewide Planning - Based on anticipated expenditures, the line item increased by \$1,000

III-E Management and Operations - Based on anticipated expenditures, the line item increased by \$41,850

2020-2021 Unified Planning Work Program Amendments – STBGP-DA
May 26, 2021

II-A-5 Transit System Data - Based on anticipated expenditures, the line item decreased by \$3,000

II-A-10 Mapping - Based on anticipated expenditures, the line item decreased by \$22,500

III-D-3 Special Studies: Streetlight Data Purchase - Based on anticipated expenditures, the line item decreased by \$1,000

III-E Management and Operations - Based on anticipated expenditures, the line item increased by \$26,500

2020-2021 Unified Planning Work Program Amendments – 5303
May 26, 2021

II-A-5 Transit System Data - Based on anticipated expenditures, the line item increased by \$9,000

II-B-10 Transit Element of LRTP - Based on anticipated expenditures, the line item increased by \$3,000

III-C-3 Minority Business Enterprise Planning - Based on anticipated expenditures, the line item decreased by \$6,000

III-C-6 Public Involvement - Based on anticipated expenditures, the line item decreased by \$7,000

III-E Management and Operations - Based on anticipated expenditures, the line item increased by \$1,000

Wilmington Urban Area Metropolitan Planning Organization
FY2021 Unified Planning Work Program
Amendment #2, Adopted May 26, 2021

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				STBGP-DA				SECTION 5303				TDM				TASK FUNDING SUMMARY			
		Highway / Transit			WBS #:	Highway / Transit			WBS #:	Transit / Highway			WBS #:	Transit			WBS #:	LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL	FHWA	Total		LOCAL	FHWA	Total		LOCAL	NCDOT	FTA	Total	LOCAL	NCDOT	Total					
		20%	80%	100%		20%	80%	100%		10%	10%	80%	100%	50%	50%	100%					
II-A	SURVEILLANCE OF CHANGE																				
II-A-1	Traffic Volume Counts	11,700	46,800	58,500														11,700	-	46,800	58,500
II-A-2	Vehicle Miles of Travel	-	-	-														-	-	-	-
II-A-3	Street Systems Changes	-	-	-														-	-	-	-
II-A-4	Traffic Accidents	-	-	-														-	-	-	-
II-A-5	Transit System Data	-	-	-						2,100	2,100	16,800	21,000					2,100	2,100	16,800	21,000
II-A-6	Dwelling Unit, Pop. & Emp. Change	211	842	1,053														211	-	842	1,053
II-A-7	Air Travel	-	-	-														-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-														-	-	-	-
II-A-9	Travel Time Studies	40	160	200														40	-	160	200
II-A-10	Mapping	-	-	-		10,750	43,000	53,750										10,750	-	43,000	53,750
II-A-11	Central Area Parking Inventory	-	-	-														-	-	-	-
II-A-12	Bike & Ped. Facilities Planning	120	480	600														120	-	480	600
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	76	306	382														76	-	306	382
II-B-4	Travel Surveys	-	-	-														-	-	-	-
II-B-5	Forecast of Data to Horizon Year	-	-	-														-	-	-	-
II-B-6	Community Goals & Objectives	746	2,984	3,730						400	400	3,200	4,000					1,146	400	6,184	7,730
II-B-7	Forecast of Future Travel Patterns	-	-	-														-	-	-	-
II-B-8	Capacity Deficiency Analysis	-	-	-														-	-	-	-
II-B-9	Highway Element of the LRP	2,000	8,000	10,000														2,000	-	8,000	10,000
II-B-10	Transit Element of the LRP	580	2,320	2,900						700	700	5,600	7,000					1,280	700	7,920	9,900
II-B-11	Bicycle & Ped. Element of the LRP	5,420	21,680	27,100														5,420	-	21,680	27,100
II-B-12	Airport/Air Travel Element of LRP	400	1,600	2,000														400	-	1,600	2,000
II-B-13	Collector Street Element of LRP	200	800	1,000														200	-	800	1,000
II-B-14	Rail, Water or other mode of LRP	500	2,000	2,500														500	-	2,000	2,500
II-B-15	Freight Movement/Mobility Planning	200	800	1,000														200	-	800	1,000
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	3,600	14,400	18,000														3,600	-	14,400	18,000
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-														-	-	-	-
II-A	PLANNING WORK PROGRAM	92	368	460														92	-	368	460
II-B	TRANSPORTATION IMPROVEMENT PROGRAM	500	2,000	2,500														500	-	2,000	2,500
III-C	CUL RGTS, CMP, LOTR, REG. REQS.	-	-	-																	
III-C-1	Title VI	-	-	-						800	800	6,400	8,000					800	800	6,400	8,000
III-C-2	Environmental Justice	100	400	500														100	-	400	500
III-C-3	Minority Business Enterprise	-	-	-						200	200	1,600	2,000					200	200	1,600	2,000
III-C-4	Planning for the Elderly & Disabled	-	-	-														-	-	-	-
III-C-5	Safety/Drug Control Planning	-	-	-														-	-	-	-
III-C-6	Public Involvement	239	956	1,195						100	100	800	1,000					339	100	1,756	2,195
III-C-7	Private Sector Participation	-	-	-														-	-	-	-
III-D	INCIDENTAL PLNG./PROJECT DEV.	-	-	-														-	-	-	-
III-D-1	Transportation Enhancement Png.	-	-	-														-	-	-	-
III-D-2	Enviro. Analysis & Pre-TIP Png.	-	-	-														-	-	-	-
III-D-3	Special Studies: Staff Time / Planning	1,280	5,120	6,400														1,280	-	5,120	6,400
III-D-3	Special Studies: Streetlight Data Purchase	-	-	-		9,800	39,200	49,000										9,800	-	39,200	49,000
III-D-3	Special Studies: Pender County Future Plan	-	-	-		8,000	32,000	40,000										8,000	-	32,000	40,000
III-D-3	Special Studies: Strategies	-	-	-		2,000	8,000	10,000										2,000	-	8,000	10,000
III-D-3	Special Studies: Rails to Trails Continuation	-	-	-		2,000	8,000	10,000										2,000	-	8,000	10,000
III-D-4	Regional or Statewide Planning	300	1,200	1,500														300	-	1,200	1,500
III-E	MANAGEMENT & OPERATIONS	41,940	167,761	209,701		90,988	363,951	454,939		4,236	4,236	33,886	42,357	61,800	61,800	123,600		198,564	4,236	627,998	830,597
TOTALS		\$70,644	\$282,577	\$353,221		\$123,538	\$494,151	\$617,689		\$9,336	\$9,336	\$74,686	\$93,357	\$61,800	\$61,800	\$123,600		\$265,318	\$9,336	\$913,214	\$1,187,867

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #2 TO THE FISCAL YEAR 2021 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) 2021 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 February 26, 2020; and

WHEREAS, the Fiscal Year (FY) 2021 Unified Planning Work Program was amended by the Wilmington Urban Area Metropolitan Planning Organization's Board on July 26, 2020; and

WHEREAS, the need for amendments to the FY 2021 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for FY 2021; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2021 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 2021 Unified Planning Work Program to reflect current and anticipated expenditures.

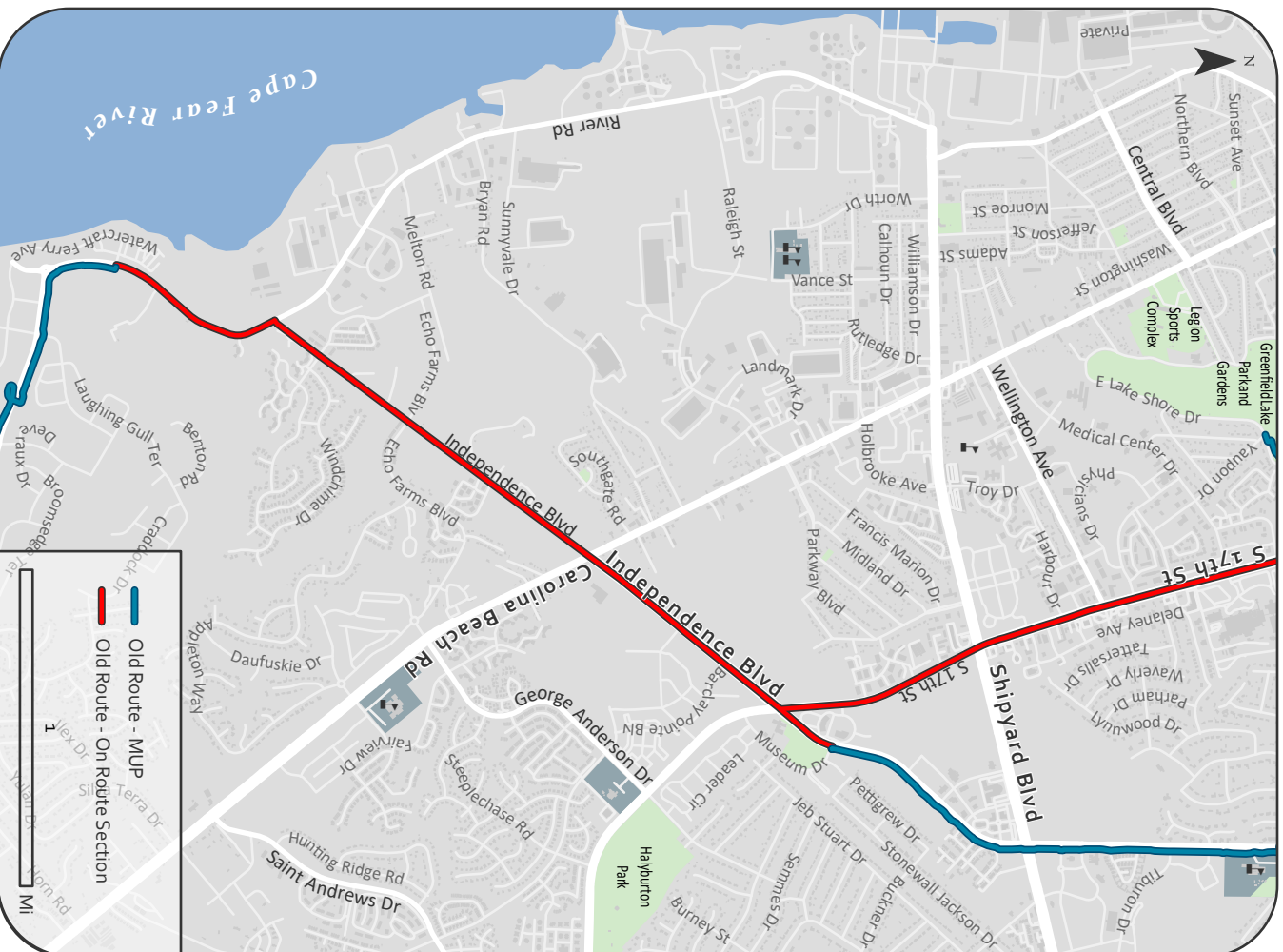
NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #2 to the FY 2021 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

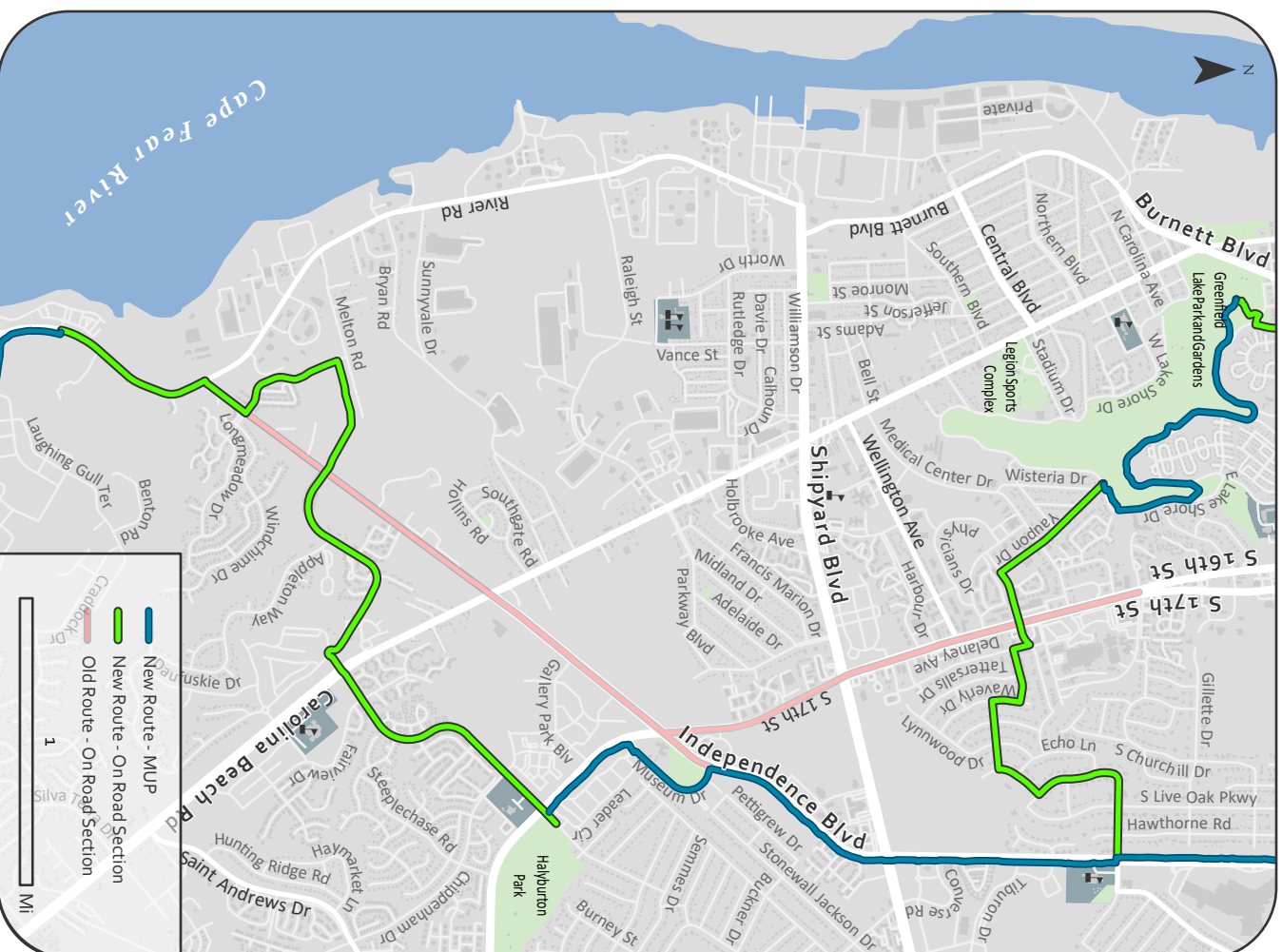
David Piepmeyer, Chair

Mike Kozlosky, Secretary

Before Rerouting



After Rerouting



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE RE-ALIGNMENT OF ON-ROAD SECTIONS OF THE
EAST COAST GREENWAY IN THE WILMINGTON METROPOLITAN PLANNING
ORGANIZATION'S BOUNDARY**

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 responsibility of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Bicycle and Pedestrian Advisory Committee is to provide recommendations to the Board with regards to bicycle and pedestrian accommodations; and

WHEREAS, the East Coast Greenway is a long-distance, urban, shared-use trail system that (once completed) will link 25 major cities along the eastern seaboard between Calais, Maine and Key West, Florida providing cyclists, walkers, and other muscle-powered modes of transportation a low-impact way to explore the eastern seaboard; and

WHEREAS, on September 28, 2011 the Wilmington Urban Area Metropolitan Planning Organization's Board adopted a specific alignment for the existing and future sections of the East Coast Greenway through the MPO's planning area boundary; and

WHEREAS, in response to the East Coast Greenway's request to evaluate the perceived safety of on-road sections of the alignment, the committee, in coordination with local bicycle advocacy groups, reviewed existing on-road alignments; and

WHEREAS, the committee proposed a new route alignment directing cyclists away from the Independence Boulevard and South 17th Street corridors onto Spicetree Drive, onto Echo Farms Blvd, onto George Anderson Drive, onto the Gary Shell Cross City Trail, onto Canterbury Road, onto Echo Lane, onto Glen Meade Road, onto Yaupon Drive, and resuming the current alignment on the multi-use path around Greenfield Lake.

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee approved this recommendation on April 13, 2021.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the re-alignment of on-road sections of the East Coast Greenway in the Wilmington Urban Area Metropolitan Planning Organization's boundary.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-3 (May 2021)

STATEWIDE PROJECT

STIP ADDITIONS				
M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>PROJECT ADDED AT THE REQUEST OF THE ROADWAY DESIGN UNIT.</u>	IMPLEMENTATION FY 2022 - FY 2023 -	\$216,000 (T) \$108,000 (T) \$324,000
M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>PROJECT ADDED AT THE REQUEST OF THE ROADWAY DESIGN UNIT.</u>	IMPLEMENTATION FY 2022 - FY 2023 -	\$216,000 (T) \$108,000 (T) \$324,000
M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>PROJECT ADDED AT THE REQUEST OF THE ROADWAY DESIGN UNIT.</u>	IMPLEMENTATION FY 2022 - FY 2023 -	\$288,000 (T) \$144,000 (T) \$432,000
M-0552BDIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>PROJECT ADDED AT THE REQUEST OF THE ROADWAY DESIGN UNIT.</u>	IMPLEMENTATION FY 2022 - FY 2023 -	\$75,000 (T) \$75,000 (T) \$150,000
M-0552BREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>PROJECT ADDED AT THE REQUEST OF THE ROADWAY DESIGN UNIT.</u>	IMPLEMENTATION FY 2022 - FY 2023 -	\$75,000 (T) \$75,000 (T) \$150,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-3 (May 2021)

STATEWIDE PROJECT

STIP ADDITIONS				
M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>PROJECT ADDED AT THE REQUEST OF THE ROADWAY DESIGN UNIT.</u>	IMPLEMENTATION FY 2022 - FY 2023 -	\$100,000 (T) \$100,000 (T) \$200,000
* TU-0005 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5303 METROPOLITAN TRANSPORTATION PLANNING FUNDS FOR FTA GRANTS <u>ADD PROJECT IN FY 22 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING FY 2022 - FY 2022 - FY 2022 -	\$2,647,000 (5303) \$331,000 (S) \$331,000 (L) \$3,309,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-3 (May 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS				
* HL-0035 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, MIDDLE SOUND LOOP CONNECTOR CONSTRUCTION AND PORTERS NECK WALMART CONNECTOR CONSTRUCTION. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION FY 2021 - FY 2021 -	\$554,000 (BGDA) \$138,000 (L) \$692,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING
THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY'S 2021 LOCALLY
COORDINATED PUBLIC TRANSPORTATION PLAN**

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

WHEREAS, on June 27, 2014 the North Carolina Secretary of Transportation designated the Cape Fear Public Transportation Authority as “the designated recipient” of the Persons with Disabilities Funding Program (Section 5310); and

WHEREAS, the allocation of Section 5310 funds requires a Locally Coordinated Public Transportation Plan, and regular revisions; and

WHEREAS, as the designated recipient of the Persons with Disabilities Funding Program (Section 5310), the Cape Fear Public Transportation Authority serves as the lead agency in the development of the Locally Coordinated Public Transportation Plan for the region; and

WHEREAS, all Federal Transportation Administration planning requirements have been met by the 2021 Locally Coordinated Public Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Cape Fear Public Transportation Authority's 2021 Locally Coordinated Public Transportation Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE COMPLETION OF A FEASIBILITY STUDY TO EVALUATE
POTENTIAL SOLUTIONS FOR AN IMPROVED BICYCLE AND PEDESTRIAN CROSSING OF
COLLEGE ROAD IN THE VICINITY OF THE UNIVERSITY OF NORTH CAROLINA- WILMINGTON**

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, South College Road is a major north-south corridor in New Hanover County and is designated as a Principle Arterial on the adopted Functional Classification Maps; and

WHEREAS, a traffic count collected by the Wilmington Urban Area Metropolitan Planning Organization in February 2021 on College Road south of Randall Parkway was 80,250 vehicles per day(vpd); and

WHEREAS, the University of North Carolina- Wilmington's most recent Master Plan was completed in 2017; and

WHEREAS, this Master Plan indicated that the faculty, staff and student populations are expected to increase significantly by 2021; and

WHEREAS, based on this master plan, the University projected a headcount of 16,133 on campus students enrolled for fall 2021; and

WHEREAS, a significant amount of off-campus student housing is being constructed on the west side of College Road requiring students to cross College Road to get to and from the University; and

WHEREAS, the Gary Shell Cross City Trail is the spine of the City's trail network beginning at Wade Park and terminating at the Heide Trask Drawbridge; and

WHEREAS, the Gary Shell Cross City Trail crosses College Road at Randall Parkway and traverses the University of North Carolina-Wilmington's property; and

WHEREAS, this trail is used for both recreation and transportation by citizens and visitors in the community; and

WHEREAS, the completion of a feasibility study to evaluate a pedestrian bridge, tunnel, or other potential alternatives would enhance bicycle and pedestrian safety for crossing this busy roadway corridor.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the completion of a feasibility study to evaluate potential solutions to provide an improved bicycle and pedestrian crossing of College Road in the vicinity of the University of North Carolina-Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 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

Memorandum

To: Mike Kozlosky, Executive Director, WMPO

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

Date: May 12, 2021

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

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

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

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

On April 14, 2021, the Technical Coordinating Committee (TCC) discussed staff recommendations to modify the current methodology used to score and award projects. Staff proposed the following three changes:

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

-
- 1) Removal of points awarded for local matching funds (currently 5 points out of 83 total),
 - 2) Inclusion of a metric to document hardships resulting from Covid-19 related events or consequences
 - 3) Inclusion of a metric distinguishing existing projects from newly proposed projects.

At the regularly scheduled Board meeting on April 28, 2021, the Board supported changes to the evaluation criteria and recommended staff include a tiebreaker in the event more than one project scored the same.

In response, staff has made the following changes to the project application packet:

- 1) The total maximum number of points available has been increased from 83 to 100 points
- 2) A metric reflecting hardships due to the Covid-19 pandemic is included and worth 20 points
- 3) The requirement for a local match has been removed.
- 4) The requirement for local project manager training has been removed.
- 5) The capacity reduction metric has been removed.
- 6) The review period for reported crashes was reduced to the three (3) calendar years of 2017, 2018 and 2019, inclusive.
- 7) A tiebreaker matrix is proposed to prioritize (in order):
 - a. Existing projects over new projects,
 - b. Project readiness and
 - c. Overall project cost

Staff will discuss this item and seek direction from the TCC and the Board at their May meetings.



Wilmington Urban Area Metropolitan Planning Organization
Coronavirus Response & Recovery Supplemental Appropriations Act
(CRRSAA)

Submittal Guide
Fiscal Year 2021

Date of Release: June 2021

Pre-application Review: July 9, 2021

Electronic Application Submittal Deadline: 5 pm August 9, 2021

Submit one hard copy and one digital copy to:

Wilmington MPO
305 Chestnut Street, 4th Floor
Wilmington, NC 28401

CD should be labeled with the following:

Project Name
Name of Government Agency
Requested Funding Source
Date of Application

Table of Contents

Introduction	3
Eligibility Criteria	4
Program Administrative Details	5
Application Materials	6
Funding Request Submittal Form.....	6
GIS File of Project	12
Map of Project.....	12
Signed Resolution of Support.....	12
Detailed Opinion of Probable Construction Costs.....	12
Project Schedule.....	12
Supporting Documents.....	12
Appendix	
Proposed Project Map Requirements.....	13
Exhibit A – Map of Proposed Project.....	14
Closing a Gap Map Requirements.....	15
Exhibit B – Closing a Gap Map.....	16
Proximity of a School Map Requirements.....	17
Exhibit C– Proximity of a School Map.....	18
Bicycle and Pedestrian Generator Map Requirements.....	19
Exhibit D – Bicycle and Pedestrian Generator Map.....	20
Sample Resolution.....	21
Example Opinion of Probable Construction Cost.....	22

Introduction

The Coronavirus Response and Recovery Supplemental Appropriations Act of 2021 (CRRSAA) appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of this amount, \$9,840,057,332 shall be set aside and apportioned for activities eligible under section 133(b) of Title 23, United State Code (U.S.C.) and such other purposes as specified in the CRRSAA. The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the recipient of a COVID Direct Attributable (hereafter Covid-19 DA) funding allocation in the amount of \$1,333,044.

The CRRSAA funds will be awarded in a manner similar to past allocations made via the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

The CRRSAA funds are available for obligation until September 30, 2024, with any amounts not obligated on or before this date to be returned. Furthermore, the Federal share payable shall be up to 100% percent of qualifying costs. All projects requesting COVID-19 DA funds must submit a formal funding request. A competitive process will be used to determine which projects are funded.

Eligibility Criteria

In order to be eligible for CRRSSA funding, a project must meet the minimum criteria outlined in this section. Also, a completed application must be submitted by the applicant(s). Co-applications may be submitted in a primary applicant and secondary applicant format. Incomplete applications will not be considered. These criteria meet federal and state funding requirements, as well as the goals of the WMPO for STBGP- DA and TASA-DA dollars as adopted by the Board. Projects that do not meet these criteria will not be considered for funding.

1) Federal Aid Eligible Projects

The federal eligibility requirements associated with Surface Transportation Block Grant Program can be found in 23 USC §133

(<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>)

2) Locally Administered

The applicants (if awarded) shall be responsible for all federal and state reporting requirements associated with STBGP- DA funding. The local government entities are also expected to make progress reports to the Board upon request. An inter-local agreement between the North Carolina Department of Transportation (NCDOT) and the designated recipients will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and then receive reimbursement for the project. The WMPO may assist in coordination between NCDOT and the local government entities, however, the ultimate responsibility and the signatories on the NCDOT agreements will be the local government entities.

3) Compliant with the adopted MTP/LRTP

Projects must be identified in the WMPO's current and adopted Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP). For this submittal period, the MTP is the Cape Fear Moving Forward 2045 Plan. A copy of the current plan can be found here: <http://wmpo.org/plans/regionwide-plans>.

4) Locally funded with funding commitment

All funds programmed with CRRSSA dollars will not require a minimum 20% local match. The funds **are payable up to 100% percent of qualifying costs**. Local government entities are responsible for funding cost overruns on projects in excess of the final programmed cost estimate. This provision may be waived with the approval from the WMPO Board and through additional Surface Transportation Improvement Program (STIP) amendments by the Board of Transportation if needed.

5) Transportation Improvement Program (TIP)

Projects not in compliance with an existing TIP category will require a TIP amendment. Applicants should note that the TIP amendment process could delay the funding obligation timeline.

6) Project Design Intent

Project design intent must meet Federal and State guidelines.

7) Project Cost

Total Cost of Project = Total funding requested from WMPO Board

For example, if the total project cost is estimated at \$125,000, the amount requested would be \$125,000.

Program Administrative Details

1) Project Submittal Limits

For the CRRSSA disbursement, no limit applies to the projects submitted.

2) No Unfunded Project Carry-Over

Projects submitted that are not prioritized for funding are not automatically considered for funding in subsequent years. Any unfunded project may be resubmitted in subsequent years for funding.

3) Construction Requirement within 10 years

As a federal funding source, the use of funds must result in achieving Construction Authorization of the project within 10 years of the fiscal year when Preliminary Engineering was authorized. As a result, projects that have cost overruns must be accounted for through a commitment of local funds through the construction phase. This provision may be waived by the approval for additional funding from the WMPO Board and through additional STIP amendments by the Board of Transportation, on a case by case basis.

Application Materials

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

- Funding Request Submittal Form
- GIS file of project
- Map of project (See Exhibit A for an example)
- Signed resolution of support from local government(s)
- Supporting documentation and summary statement of hardship(s) endured due to Covid-19 pandemic or related consequences.
- Detailed Opinion of Probable Construction Costs (prepared and sealed by a licensed Professional Engineer)
- Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.)
- Additional supporting documents – exhibits, additional maps, prior resolutions adopting plans that specify a need for the project, etc.

Funding Request Submittal Form

The following descriptions are to help completion of this form:

Project Name – A descriptive name of your project.

Project Location – physical location of the project, including project extents followed by the jurisdiction or area name.

TIP ID# - For projects already in the TIP, include the TIP number here.

Total Project Cost – An estimate of the total cost of the project for all phases needing completion (Design/NEPA, Right-of-Way, and Construction). Note: local jurisdictions are responsible for 100% of actual project costs exceeding the estimations programmed through this process into the STIP. Estimated project costs must be prepared by a licensed Professional Engineer in the State of North Carolina. If design has not been started on the project, it is recommended to use a 45% contingency. Also, note that this cost should include inspection and contract administration costs during construction.

Requested CRRSSA Funding – This amount is the “total project cost”

Primary Applicant – The name of the agency submitting the application.

Secondary Applicant – If the applicant is a joint application include the name of the second entity applying for the funds. For example, local governments may partner with NCDOT, the WMPO, or an adjacent jurisdiction based on funding and project location.

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

Contact Person – The person WMPO staff should contact with questions.

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

Problem Statement – This can be a “Preliminary Purpose and Need Statement” to justify expenditure of funds to address a problem in a WMPO member jurisdiction. The problem statement should state the transportation problem to be solved as well as supporting information for the proposed project.

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

1. Project Preference Points

- a. **Number of Years Project Application has been submitted and has not been awarded** – check the appropriate box
- b. **Statement of hardship due pandemic** – must present documented evidence of hardship(s) as a result of consequences related to the COVID -19 pandemic.
- c. **Project Manager Experience** – please check the appropriate box. NCDOT/FHWA experience is not limited to this program.
- d. **Project Horizon Year on MTP** - request this information from WMPO.

2. Project Readiness

- a. **Project Development stage** –
 - i. *Has not started* – Select if project is a concept.
 - ii. *Design/Survey/Construction Documents* – Project is currently under design by a Professional Engineering Firm. Project documents must reflect NCDOT design standards and general layout.
 - iii. *ROW acquisition* – Select if project has been certified by NCDOT that no additional ROW is needed or all ROW needs have been determined and needed right-of-way and/or easements have been obtained.
 - iv. *Bid Phase / Under Construction*– Select if all documents have been completed and project is ready for bid, or is already under construction.
- b. **Right-of-Way / Easement Dedication**
 - i. *Significant right-of-way needed* - Select if 5 or more parcels will become right-of-way or require easements.
 - ii. *Minimal additional right-of-way is needed* – Select if fewer than 5 parcels will become right-of-way or require easements.
 - iii. *No Additional right-of-way needed* – Select if all needed right-of-way and/or easements have been obtained.

c. Utility Impact/Relocation

- i. *Significant impacts* – Items include relocation of transmission lines, transformers, duct banks, etc.
- ii. *Minimal impacts* – Items include relocation of small services lines, etc.
- iii. *No significant impacts* – Items would be a part of the construction of the project. This includes adjustment of manholes, valves, minor boxes, etc.

3. Congestion and Mobility

- a. **Congestion Management Plan** – Please refer to most recent adopted WMPO Congestion Management Plan Biennial Data Report. This can be found at: <https://www.wmpo.org/plans/regionwide-plans/>.
- b. **Volume to Capacity Ratio of Roadway/Intersection or adjacent/Parallel Roadway Segment** – Current volume and capacity will be provided by the WMPO upon request. Please note that if this requires a special count it will take time to obtain traffic volumes.
- c. **Travel Demand** – If checking yes, provide photos, traffic counts (including pedestrian/bicycle counts) to document that there is a need.
- d. **Closing a Gap / Extensions** - (see Appendix B for map requirements and how to provide map per details under 'Closing a Gap' Map)

Choose one of the following choices on the sheet:

- i. *Closing a gap in total facility length > 0.5 miles*- Select if project “fills in a gap” between two networks or parts of the same network that, once completed, would form a network of over 1/2 mile in continuous length.
- ii. *Closing a gap in total facility length > 2 miles* - Select if project “fills in a gap” between two networks or parts of the same network that, once completed, would form a network of over 2 miles in continuous length
- iii. *No gap and proposed total facility length < 2 miles* - Select if project will not share an endpoint with an existing bicycle or pedestrian facility.
- iv. *Providing an extension making total facility length > 2 miles* - Select if project is an addition to an endpoint of an existing facility to create a total continuous facility length of over 2 miles

- e. **Major Obstacles** – Choose one of the following choices on the sheet:

NOTE: If a major obstacle is present it should be shown on the Map of Proposed Project (see Exhibit A for an example).

- i. *Provides/improves connection/route across or along a river, railroad or limited-access freeway*
- ii. *Provides proper connection across a multi-lane facility*
- iii. *Separates transit from other traffic* – e.g. bus pullouts, transit lanes, etc.

4. Accessibility

a. ADA Compliance

- i. *Project provides upgrades to existing facilities to be ADA compliant – includes bringing curb ramps and/or walkable surfaces to current ADA design standards.*
- ii. *Project provides ADA compliant connection to transit or pedestrian facility –includes the addition of ramps, walkable surfaces, or additional access to transit to meet current ADA design standards and requirements.*
- iii. *No improvements to bring facility into ADA compliance*

b. Proximity to School - only for projects that include pedestrian facility improvements – item a

(See Appendix B for map requirements and example map)

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

c. Bicycle / Pedestrian Generators - only for projects that include pedestrian / transit facility improvements

(See Appendix B for map requirements and example map)

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

5. Safety

- a. **Number of Reported Crashes** – Provide percentage of bicycle/pedestrian crashes and vehicle only crashes. The applicant shall use a TEAAS report for the three (3) calendar years of 2017, 2018 and 2019. Reported crashes must occur within ¼ mile of the proposed facility. The WMPO will provide this data upon request. Please allow time to provide this report information.

- i. *No crashes recorded within project limits*
- ii. *Fewer than five (5) reported crashes within the project limits*
- iii. *Between five and fourteen (5 – 14) reported crashes within project limits*
- iv. *More than fourteen (14) crashes or one (1) fatality within project limits*

- b. **Crash Reduction Factors** Crash reduction factor percentages can be determined by using FHWA Report No FHWA-SA-08-11. This document can be found at: http://www.cmfclearinghouse.org/collateral/FHWA_Desktop_Reference_Guide.pdf.
- i. *CRF <10%*
 - ii. *CRF >10%*
 - iii. *CRF >20%*
 - iv. *CRF >30%*
 - v. *CRF >40%*
 - vi. *CRF >50%*

6. Sustainability

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

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

7. Project Cost Table

Cost of NEPA/Design Phase – Provide an estimate of the total cost of the NEPA/Design Phase. This estimate should include the cost for environmental documentation, permitting, engineering, and bid document preparation (including specifications). Note that the sum of the three phase specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project.” Estimates must be prepared by a licensed Professional Engineer in the State of North Carolina.

Cost of Right-of-Way Phase – Provide an estimate of the total cost of the Right-of-Way Phase. This estimate includes the cost for right-of-way acquisition and utility relocation. Note that the sum of the three phase specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”. Estimates must be prepared by a Licensed Professional Engineer in the State of North Carolina.

Cost of Construction Phase – Provide an estimate of the total cost of the Construction Phase. This estimate should include the cost for materials, construction and inspections of the project. Note that the sum of the three phase-specific cost estimates (NEPA/Design, Right-of-Way, and Construction) should equal the “Total Cost of Project”. Estimated project costs must be prepared by a Licensed Professional Engineer in the State of North Carolina.

Total Cost of Project – This is a sum of the cost of NEPA/Design, Right-of-Way and Construction. The estimate used to generate the associated costs should be provided as an attachment. See appendix for example.

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

The CRRSAA will follow the STBGP-DA program structure. The intention of this call is to award all available funds, with the requirement to use said funds by September 30, 2024.

Projects of this nature typically take multiple years to complete from application to construction. An application should request all of the funding so that all funds will be committed at the time of award per the resolution.

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

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

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

Proposed Project Map – See Appendix and Exhibit A for criteria and example map.

Signed Resolution of Support

Resolution must be on the Primary Applicant's letterhead and signed to be considered to be complete. See Exhibit C for an example resolution.

Detailed Opinion of Probable Construction Costs

Detailed Anticipated Construction Costs prepared by a licensed professional engineer along with all costs associated with producing design documents (if required) and all associated costs that may be incurred with the completion of the project including engineering, right-of-way, utility relocations, construction contingencies, NCDOT inspection / materials testing and construction administration (approximately 15% of project cost), and NCDOT project administration (currently set at 3% of project cost) in a line-item cost form.

Project Schedule

Project Schedule highlighting key milestone dates (i.e. deadlines for plan submittals at applicable stages, dates for requesting funding authorizations, etc.). An example schedule is provided in the appendix.

Supporting Documents

Exhibits or site photos (with labels), additional maps, resolutions adopting plans that specify a need for the project, etc. Resolutions in support of project must have been adopted prior to call for projects.

Tiebreaker elements

In the event the number of applications exceeds the funding amount available, and one or more selected projects receive the same number of points using the evaluation matrix, the following elements will be used as a tiebreaker:

- 1) Existing projects will have priority over newly proposed projects, and
- 2) The project closest to bid phase will have priority, and
- 3) If necessary, the project with the lower cost shall have priority.

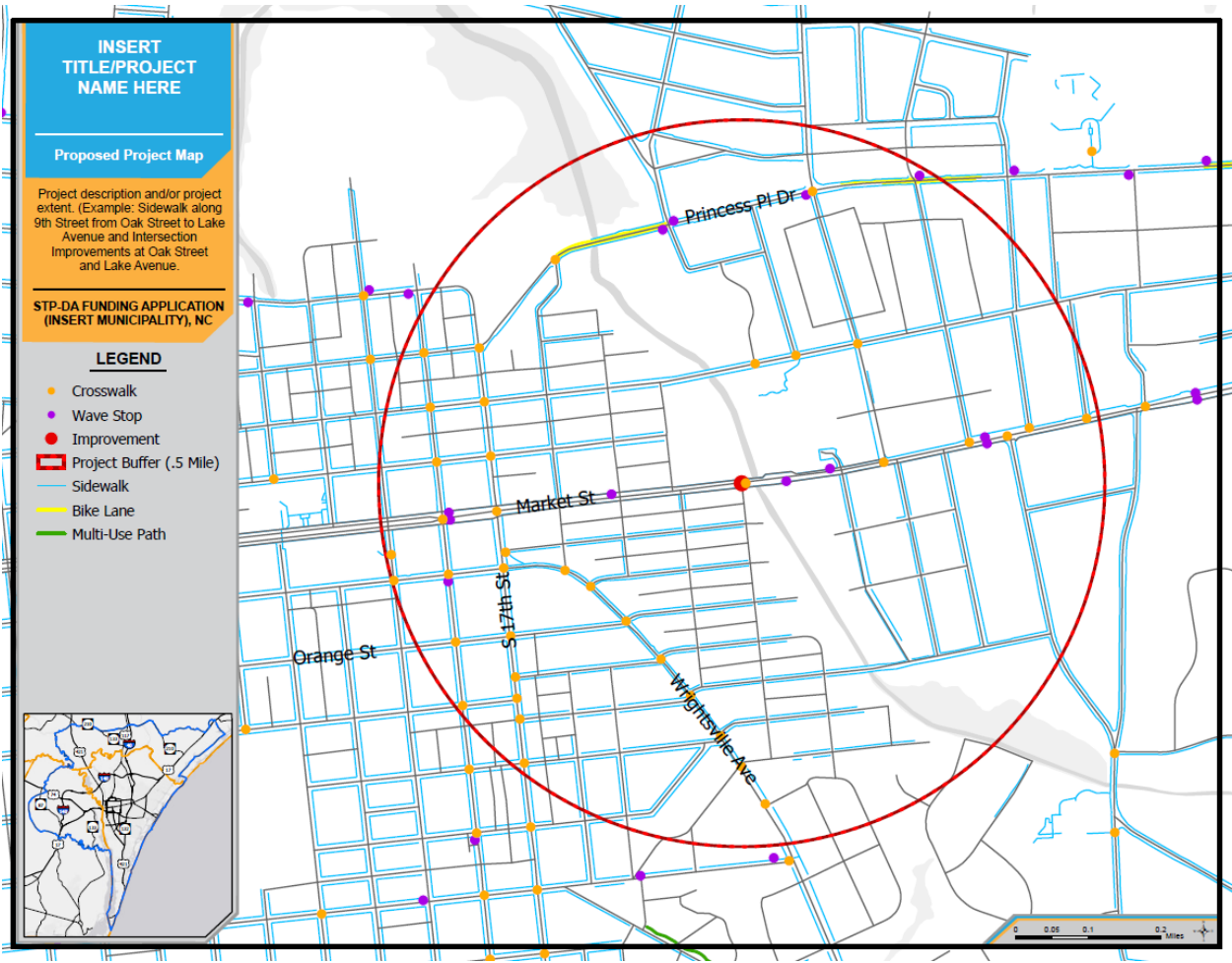
Proposed Project Map – This map is required with all applications. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” Choose STBGP or TASA based on the funds you are requesting. On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary Highlighted in **DARK BLUE**
- 3) ½ mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Existing sidewalk drawn in **BLUE**
- 8) Existing bike lanes drawn in **YELLOW**
- 9) Existing greenway/multi-use path drawn in **GREEN**
- 10) Existing bus stop drawn as **PURPLE CIRCLE**
- 11) Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- 12) Major obstacle drawn in **BROWN**
- 13) Mapping Elements
 - a) Title
 - b) Legend
 - c) North Arrow
 - d) Scale
 - e) Length of project (if applicable)
 - f) Label at minimum **5 street names** for reference on the map in **BLACK**

Note: if you are suggesting the proposed project should receive points for providing a new connection over a major obstacle, be sure to illustrate this on this map.

See Exhibit A for an example of a ‘Proposed Project’ Map

Exhibit A

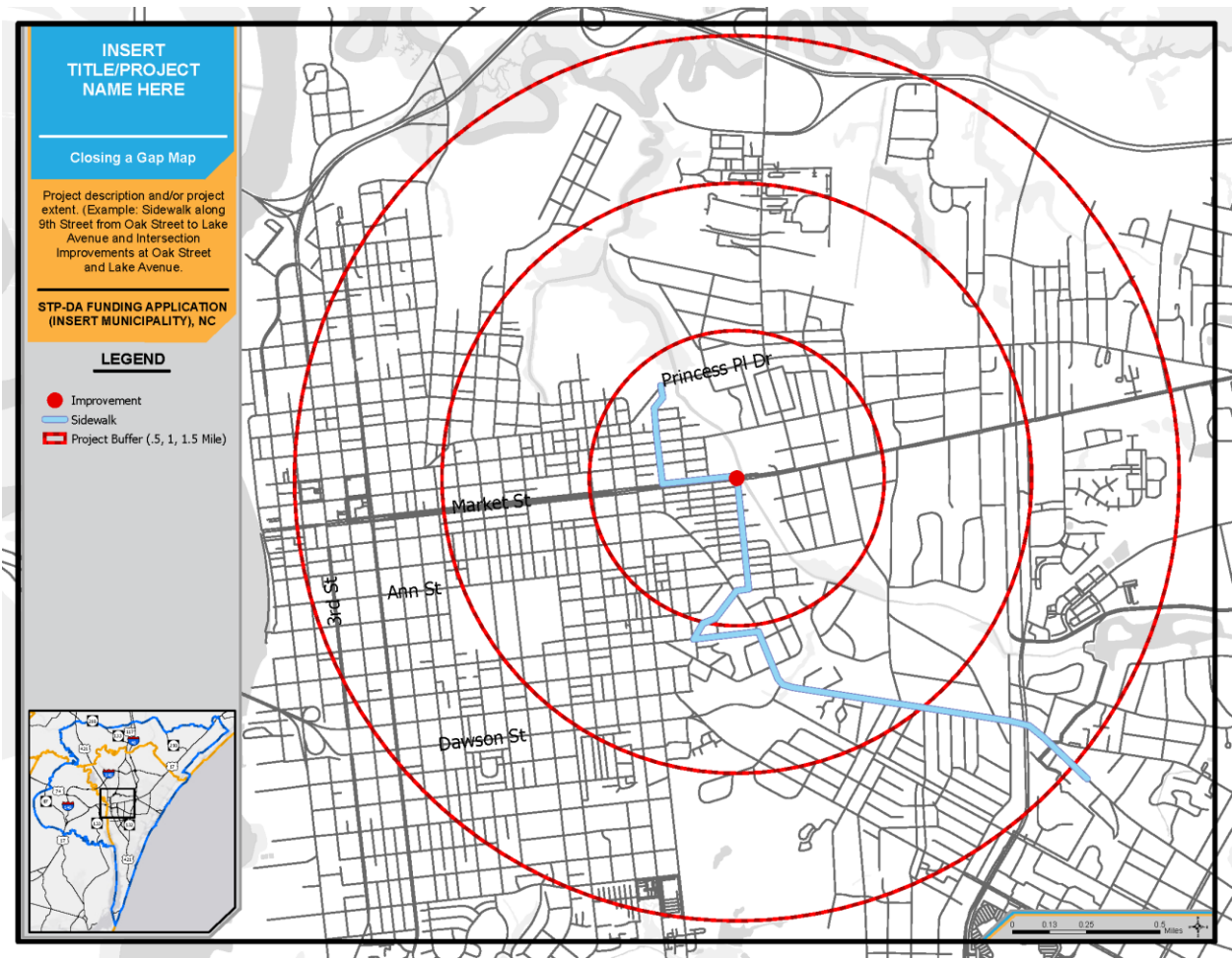


Closing a Gap (Not required): If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset vicinity map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile – 2 mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Only include the existing facility that your project will be closing a gap:
 - a) Existing sidewalk drawn in **BLUE**
 - b) Existing bike lanes drawn in **YELLOW**
 - c) Existing greenway/multi-use path drawn in **GREEN**
 - d) Existing crosswalks (improved intersections) drawn as **ORANGE CIRCLE**
- 8) Mapping Elements
 - a) Title
 - b) Legend
 - c) North Arrow
 - d) Scale
 - e) Length of project (if applicable)
 - f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit B for an example of a ‘Closing a Gap’ Map

Exhibit B

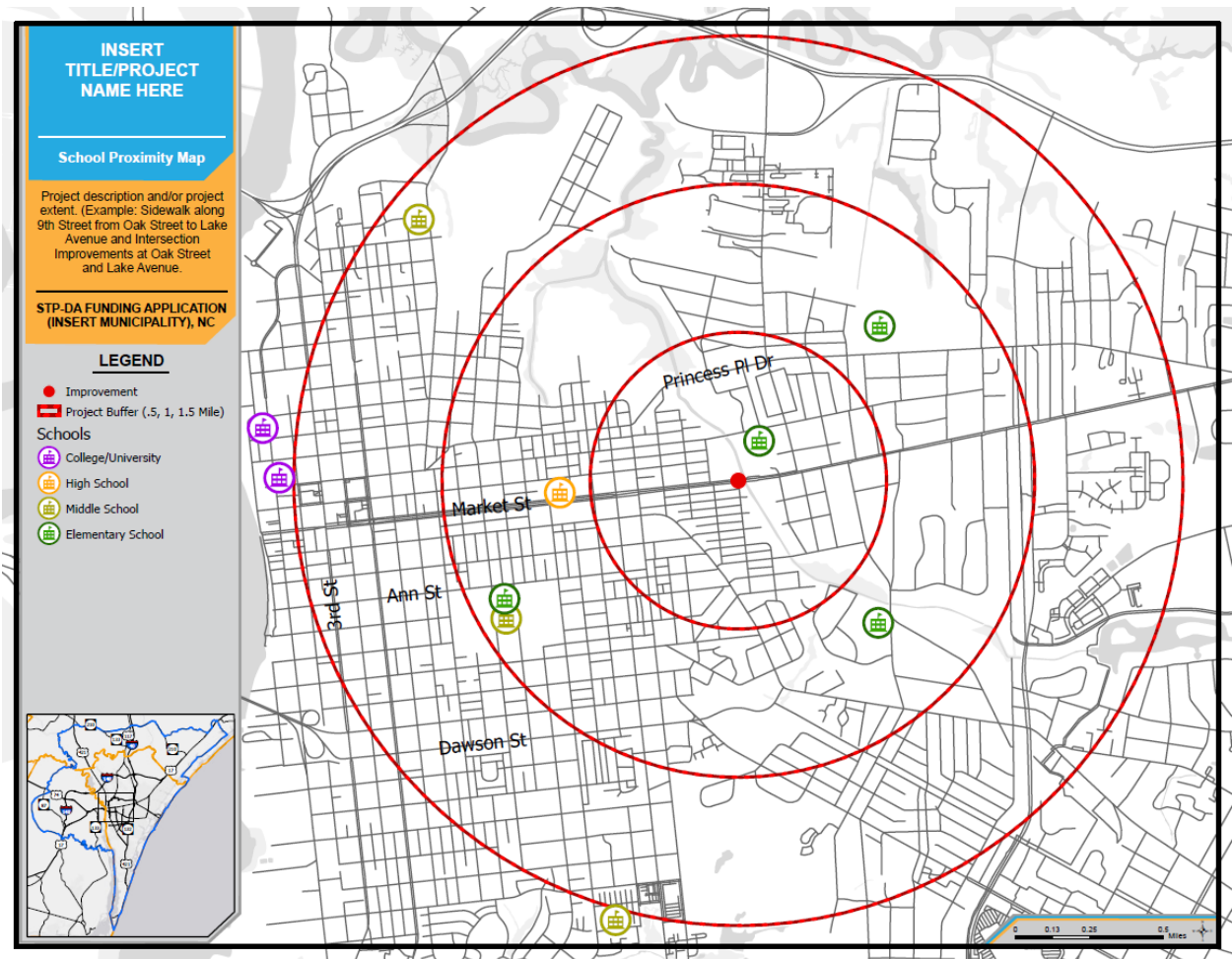


SCHOOL PROXIMITY MAP – Indicate if a project is within ½ mile, 1 mile or 1.5 miles of each school type. If you are suggesting the proposed project should receive points for proximity of a school, a separate map is required. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.” On an 8.5 x 11 or 11 x 17 sheet of paper include the following:

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile – 1.5 mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Schools located within the ½ mile, 1 mile and 1.5.
 - a) Include school type:
 - i) College/University in **PURPLE**
 - ii) High School in **ORANGE**
 - iii) Middle School in **DARK YELLOW**
 - iv) Elementary school in **GREEN**
- 8) Mapping Elements
 - a) Title
 - b) Legend
 - c) North Arrow
 - d) Scale
 - e) Length of project (if applicable)
 - f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit C for an example of a ‘School Proximity’ Map.

Exhibit C



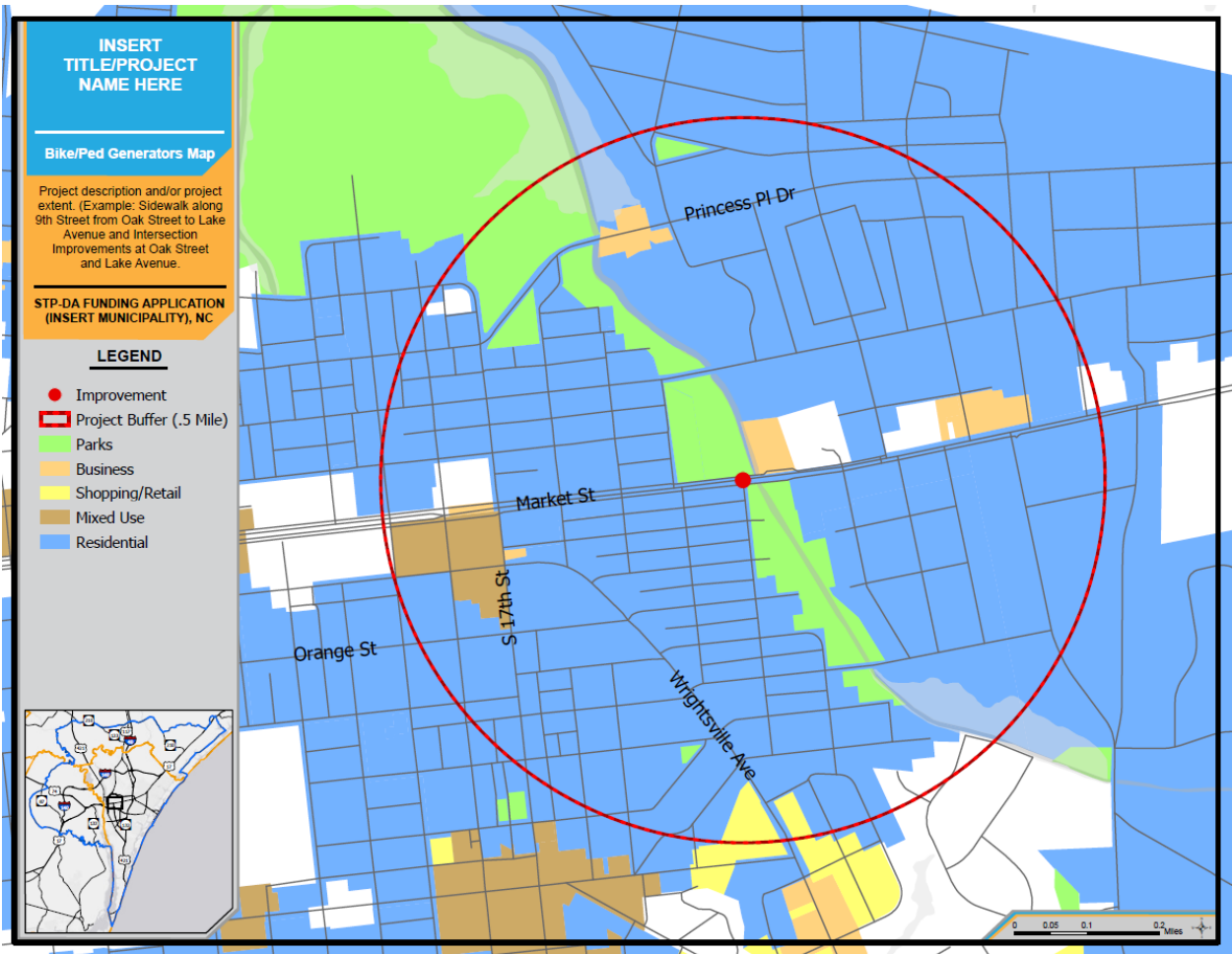
Bicycle/Pedestrian Generators – Indicate if projects are within ½ mile of each of the following facility types as determined by their current tax assessment-based land use code: residential, public park/playground/recreation center, shopping/retail & services, public library, or business park/office/hospital. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected m municipality/county “STBGP-DA or TASA-DA FUNDING APPLICATION (INSERT MUNICIPALITY/COUNTY), NC.”

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

- 1) Full extent of proposed project
- 2) Inset Extent map – use the WMPO boundary in **DARK BLUE**
- 3) ½ mile buffer around proposed project drawn in **RED**
- 4) Existing roadways drawn in **DARK GREY**
- 5) Existing Water Features in **LIGHT GREY**
- 6) Proposed project drawn in **RED DOTTED LINE** (linear projects) or **RED CIRCLE** (intersection or point projects)
- 7) Only include the bicycle/pedestrian generators within ½ mile of the proposed facility:
 - a) Public Park/Public Playground/Recreational Area/Cemeteries drawn in **GREEN**
 - b) Residential Areas drawn in **BLUE**
 - c) Shopping/Retail Areas drawn in **YELLOW**
 - d) Library drawn in **PINK**
 - e) Business Park/Office/Hospital drawn in **ORANGE**
 - f) Mixed Use in **BROWN**
- 8) Mapping Elements
 - a) Title
 - b) Legend
 - c) North Arrow
 - d) Scale
 - e) Length of project (if applicable)
 - f) Label at minimum **5 street names** for reference on the map in **BLACK**

See Exhibit D for an example of a ‘Bicycle and Pedestrian Generator’ Map

Exhibit D



CRRSAA FY21 PROJECT					
WMPO MEMBER JURISDICTION					
Opinion of Probable Construction Cost-EXAMPLE					
Item #	Description	Quantity	Unit	Unit Price	Total Cost
1	MOBILIZATION	1	LS	\$ 40,000.00	\$ 40,000.00
2	CONST SURVEY	1	LS	\$ 5,000.00	\$ 5,000.00
3	CLEAR AND GRUB	2.5	AC	\$ 2,000.00	\$ 5,000.00
4	TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
5	GRADING	1900	CY	\$ 15.00	\$ 28,500.00
6	CURB RAMPS	4	EA	\$ 500.00	\$ 2,000.00
7	INCIDENTAL STONE	100	TON	\$ 35.00	\$ 3,500.00
8	DRAINAGE IMPROVEMENTS	1	LS	\$ 50,000.00	\$ 50,000.00
9	#57 STONE	15	TON	\$ 50.00	\$ 750.00
10	AGGREGATE BASE CRSE	2500	TON	\$ 65.00	\$ 162,500.00
11	ASPH CONC SURF CRSE, S9.5B	700	TON	\$ 95.00	\$ 66,500.00
12	SEEDING & MULCHING	2.5	AC	\$ 1,600.00	\$ 4,000.00
13	REMOVABLE BOLLARDS W/ MARKINGS	24	EA	\$ 800.00	\$ 19,200.00
14	THERMO PVT MKGLINES (4", 90 MILS)	5100	LF	\$ 0.55	\$ 2,805.00
15	THERMO PVT MKGLINES (24", 120 MILS)	120	LF	\$ 7.60	\$ 912.00
				Project Construction Subtotal	\$ 395,667.00
				Contingency (10%)	\$ 39,566.70
				Inspection/DOT Fees (18%)	\$ 78,342.07
				Total Construction Cost	\$ 513,575.77

Note: Contingency percentage should be based on the stage of the project. If design has not been started the contingency should be higher and should be determined by the engineer performing the estimate. If the project is ready for bid the contingency should be a minimum of 10%. Also, if funding is not being requested in the first two years inflation should be taken into account as part of the contingency.



CRRSAA/ Covid-19 Direct Attributable Funding Request Submittal Form – Background Information

Date: _____

Project Information:

Project Name: _____

Project Location: _____

TIP ID: _____ Total Project Cost: _____ Requested Funding: _____

Existing Project? Yes No

Primary Applicant: _____

Secondary Applicant: _____

Project Manager: _____

Contact Person: _____

Project Description:

Problem Statement:

STBGP Eligibility

Eligible	Criteria Description	Applicable Functional Class							
		Interstate	Other Freeway	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	N/A
<input type="checkbox"/>	Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<input type="checkbox"/>	Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 17, and the modifications of public sidewalks to comply with ADA.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Transportation alternatives	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119(g)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Projects relating to intersections that: (a) have reported high crash rates; (b) have high levels of congestion, as evidenced by i. Level of Service rating of "F" during peak hours, in accordance with the latest edition of the Highway Capacity Manual; (c) are located on a Federal-aid highway.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Infrastructure-based intelligent transportation systems capital improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<input type="checkbox"/>	A project that, if located within the boundaries of a port terminal, includes only surface transportation infrastructure modifications for intermodal interchange, transfer, and access to the port.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	Construction and operational improvements for any minor collector if: (A) the minor collector and the project are in the same corridor as, and proximate to, a Federal-aid highway designated as part of the National Highway System; (B) the construction or improvements will improve the level of service on the Federal-aid highway described in subparagraph (A) or improve regional traffic flow; and (C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. Project Preference Points: (33 points maximum)

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

- ☐ 1st Year applying for funds for this project (0 points)
- ☐ 2nd Year applying for funds for this project (1 point)
- ☐ 3rd Year applying for funds for this project (3 points)
- ☐ This project was listed in years 3-5 of the current program OR
☐ is a project receiving STBGP/TASA funding? (5 points)

b. Covid – 19 Hardship Factor:

- ☐ No (0 points)
- ☐ Yes (Please provide supporting documentation) (20 points)

c. Project Manager Experience:

- ☐ Project manager has no demonstrated experience managing NCDOT/FHWA projects. (0 points)
- ☐ Project manager has demonstrated experience with NCDOT/FHWA projects.
 Attach resume or summary of project management experience (3 points)

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

- ☐ Not in plan (0 points)
- ☐ 2040-2045 (1 point)
- ☐ 2030-2040 (3 points)
- ☐ 2020-2030 (5 points)

(WMPO INTERNAL USE ONLY) Total Preference Points: / 33

2. Project Readiness: (13 points maximum)**a. Project Development Stage**

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

b. Right-of-Way / Easement Dedication

- ☐ Significant right-of-way needed (≥ 5 parcels) (0 points)
- ☐ Minimal additional right-of-way needed (< 5 parcels) (3 points)
- ☐ No additional right-of-way needed (5 points)

c. Utility Impact / Relocations

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

(WMPO INTERNAL USE ONLY) Total Project Readiness Points: / 13**3. Congestion and Mobility: (24 points maximum)****a. Congestion Management Plan**

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

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

- ☐ $0 < V/C < 0.5$ (0 points)
- ☐ $0.5 < V/C < 1.0$ (1 point)
- ☐ $V/C > 1$ (3 points)

c. Travel Demand (Provide documentation – i.e. photos, traffic counts, etc.)

- ☐ No – Does not have documented demand. (0 points)
- ☐ Yes – Provides/expands a facility where a documented demand is present (i.e. goat path, etc.). (5 points)

d. **Closing a Gap / Extensions**

- ☐ Closing an internal gap in total facility/route length > 0.5 miles (0 points)
- ☐ Closing an internal gap in total facility/route length > 2 miles (3 points)
- ☐ Does not close gap and proposed facility/route length > 2 miles (0 points)
- ☐ Extension making total facility/route length > 2 miles (3 points)

e. **Major Obstacles**

- ☐ Provides/improves connection/route across or along a river, railroad, or limited-access freeway
or (5 points)
- ☐ Provides proper connection across a multi-lane facility
or (5 points)
- ☐ Provides separation of transit from other traffic (i.e. bus pullouts, transit lanes, etc.) (5 points)
- ☐ None (0 points)

(WMPO INTERNAL USE ONLY) Total Congestion and Mobility Points: / 24

4. Accessibility: (17 points maximum)

a. **ADA Compliance**

- ☐ Project provides upgrades to existing facilities to be ADA compliant
or (3 points)
- ☐ Project provides ADA compliant connection to transit or pedestrian facility
or (3 points)
- ☐ No improvements to bring facility into ADA compliance (0 points)

b. **Proximity to School (for projects that include pedestrian improvements – Item a) – 9 points max**

- ☐ Project is located within ½ mile of a school(s)
_____ (# of Schools) x 3 points each = _____
- ☐ Project is located within 1 mile of a school(s)
_____ (# of Schools) x 2 points each = _____
- ☐ Project is located within 1 ½ mile of a school(s)
_____ (# of Schools) x 1 point each = _____
- ☐ Project is **not** located within 1 ½ mile of a school(s) (0 points)

c. **Bicycle/Pedestrian Generators (for projects that include pedestrian/transit improvements) – 5 points max**

<input type="checkbox"/> Project is located within ½ mile of a Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital. <div style="text-align: center;"> _____ (# of Generators) x 1 point each = _____ </div>	
<input type="checkbox"/> Project is not located within ½ mile of any Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital.	(0 points)
(WMPO INTERNAL USE ONLY) Total Accessibility Points: / 17	

5. Safety: (10 points maximum)

a.	Number of Reported Crashes in past 3 calendar years (2017, 2018 & 2019)		
	_____ % Pedestrian _____ % Vehicles Only		
	<input type="checkbox"/> No crashes have been recorded within project limits		(0 points)
	<input type="checkbox"/> Fewer than five (5) reported crashes within project limits		(1 point)
	<input type="checkbox"/> Between five and fourteen (5 – 14) reported crashes within project limits		(3 points)
	<input type="checkbox"/> More than fourteen (14) crashes or one (1) fatality reported within project limits		(5 points)
b.	Crash Reduction Factors		
	<input type="checkbox"/> CRF< 10%		(0 points)
	<input type="checkbox"/> CRF> 10%		(1 point)
	<input type="checkbox"/> CRF> 20%		(2 points)
	<input type="checkbox"/> CRF> 30%		(3 points)
	<input type="checkbox"/> CRF> 40%		(4 points)
	<input type="checkbox"/> CRF> 50%		(5 points)
(WMPO INTERNAL USE ONLY) Total Safety Points: / 10			

6. Sustainability: (3 points maximum)

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

(WMPO INTERNAL USE ONLY) Total Project Points:	/ 100
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Project Cost Table

Cost of NEPA/Design Phase:

Cost of Right-of-Way Phase:

Cost of Construction Phase:

Total Cost of Project:

Total Fund Request :

Funding Year Request (Federal Amount requested per Phase)

Federal Fiscal Year	Available Funding	NEPA/Design Phase	Right-of-Way Phase	Construction Phase
FY 21	COVID - \$1,333,040			

Cost Effectiveness - Benefit / Cost Ratio

The following formula will be used to determine project ranking:

$$\frac{(\text{Total Points} - \text{Preference Points})}{\text{Project cost} / [(.0102 \times \text{Project Cost}) + 4622.2]} + \frac{\text{Preference Points}}{33} =$$

(WMPO INTERNAL USE ONLY) Total Cost Effectiveness Points:

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE CORONAVIRUS RESPONSE AND RELIEF
SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA) PROJECT SUBMITTAL
GUIDE AND COMPETITIVE PROCESS**

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

WHEREAS, on July 18, 2012 the Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

WHEREAS, on December 27, 2020, the President signed the Coronavirus Response and Recovery Supplemental Appropriations Act, 2021 (CRRSAA) which appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP); and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is the recipient of a Coronavirus Response and Recovery Supplemental Appropriations funding allocation in the amount of \$1,333,044; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has the ability to program Coronavirus Response and Recovery Supplemental Appropriations Act (CRRSAA) funds on projects submitted by eligible entities through a competitive process; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed the Coronavirus Response and Recovery Supplemental Appropriations Act (CRRSAA) Submittal Guide and Competitive Process for the distribution of these funds.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the Coronavirus Response and Recovery Supplemental Appropriations Act (CRRSAA) Submittal Guide and Competitive Process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on May 26, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-5 (May 2021)

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0479AREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT. <u>ADD PROJECT BREAK AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	ENGINEERING	FY 2021 - \$450,000 (T) FY 2022 - \$450,000 (T) FY 2023 - \$450,000 (T) FY 2024 - \$450,000 (T) FY 2025 - \$450,000 (T) FY 2026 - \$450,000 (T) FY 2027 - \$450,000 (T) FY 2028 - \$450,000 (T) FY 2029 - \$450,000 (T) \$4,050,000
M-0479ASW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT. <u>ADD PROJECT BREAK AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	ENGINEERING	FY 2021 - \$600,000 (T) FY 2022 - \$600,000 (T) FY 2023 - \$600,000 (T) FY 2024 - \$600,000 (T) FY 2025 - \$600,000 (T) FY 2026 - \$600,000 (T) FY 2027 - \$600,000 (T) FY 2028 - \$600,000 (T) FY 2029 - \$600,000 (T) \$5,400,000
M-0479BDIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	ENGINEERING	FY 2021 - \$150,000 (T) FY 2022 - \$150,000 (T) FY 2023 - \$150,000 (T) FY 2024 - \$150,000 (T) FY 2025 - \$150,000 (T) FY 2026 - \$150,000 (T) FY 2027 - \$150,000 (T) FY 2028 - \$150,000 (T) FY 2029 - \$150,000 (T) \$1,350,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-5 (May 2021)

STATEWIDE PROJECT

STIP MODIFICATIONS

M-0479BREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	ENGINEERING	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$150,000 (T) \$150,000 (T) \$150,000 (T) \$150,000 (T) \$150,000 (T) \$150,000 (T) \$150,000 (T) \$150,000 (T) \$150,000 (T)	
					\$1,350,000	
M-0479BSW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	ENGINEERING	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$200,000 (T) \$200,000 (T) \$200,000 (T) \$200,000 (T) \$200,000 (T) \$200,000 (T) \$200,000 (T) \$200,000 (T) \$200,000 (T)	
					\$1,800,000	
* TM-0027 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS <u>MODIFY FUNDING FOR FY 22 AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 - FY 2022 - FY 2022 -	\$896,000 (S) \$7,680,000 (L) \$14,330,000 (5311)	
					\$22,906,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-5 (May 2021)

STATEWIDE PROJECT

STIP MODIFICATIONS		
M-0479ADIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	ENGINEERING
	VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	
	<u>ADD PROJECT BREAK AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	
		FY 2021 - \$450,000 (T)
		FY 2022 - \$450,000 (T)
		FY 2023 - \$450,000 (T)
		FY 2024 - \$450,000 (T)
		FY 2025 - \$450,000 (T)
		FY 2026 - \$450,000 (T)
		FY 2027 - \$450,000 (T)
		FY 2028 - \$450,000 (T)
		FY 2029 - \$450,000 (T)
		<u>\$4,050,000</u>



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MEMORANDUM

To: MPO Board Members
From: Nick Cannon, TDM Coordinator
Date: May 5, 2021
Subject: Proposal for Northern Brunswick County Bicycling Event

Representatives from the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee representing the towns of Navassa, Belville, and Leland have requested the WMPO's assistance in planning a group bicycling event to take place in Northern Brunswick County in fall 2021. This is an opportunity to highlight the unique culture of Northern Brunswick County as well as support the recent investment in outdoor recreation occurring in this part of the WMPO region.

The proposed cycling event will follow approximately 8-miles of the 32-mile Gullah-Geechee Heritage Corridor and will provide participants with a unique opportunity to combine alternative mode-use within spaces of cultural and historical significance. Participants will ride through historically and ecologically significant areas in the Towns of Navassa, Leland, and Belville. A site of historical significance along the proposed route include the Reaves Chapel, built in the 1800s by the enslaved people of that time, and the location of the planned Navassa Heritage Center, a public space that will house the cumulative stories, transcripts, and artifacts of Navassa's almost 300-year history.

While the core purpose of the event is to recognize the culture, contributions, and legacy shaped by the Gullah-Geechee in the Cape Fear area, the ride will also reinforce the importance of safe biking and community collaboration on both sides of the Cape Fear River. The vision for the event is as an annual "western River to Sea ride" that can co-exist with the annual River to Sea Bike Ride in New Hanover County.

This event has support from The Town of Navassa, Town of Leland, Town of Belville, Brunswick County, and the law enforcement agencies of these localities. The event is also supported by the Terry Benjey Bicycling Foundation and the Cape Fear Cyclists.

Attached is a map of the proposed route that will begin at Phoenix Park on Mount Misery Road and end at the Brunswick Riverwalk Park in Belville. The total distance of the proposed route is 8.3 miles.

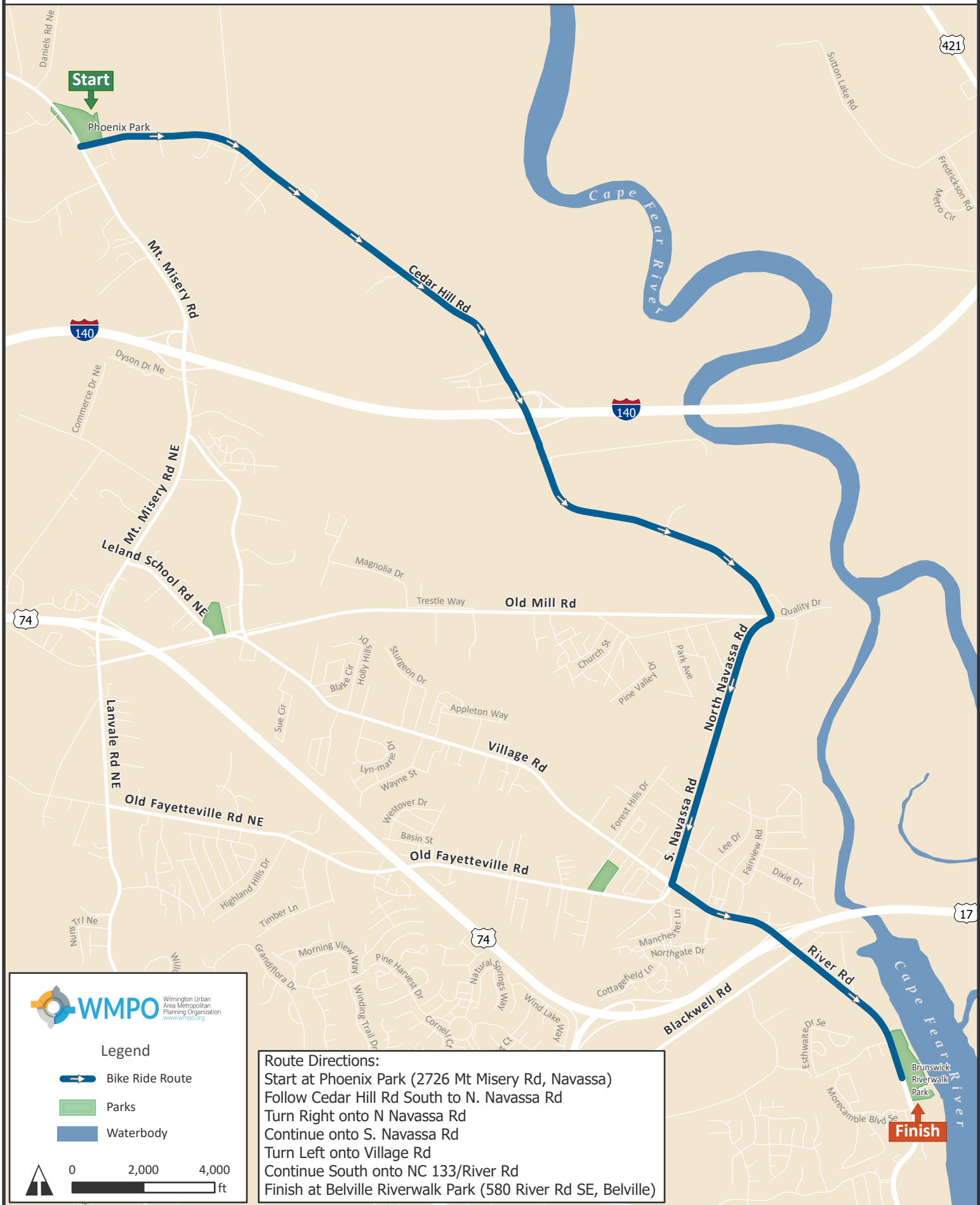
Wilmington Urban Area Metropolitan Planning Organization

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

Guided by law enforcement, this ride is anticipated to take between 40 and 50 minutes one way. Law enforcement will guide cyclists back to Phoenix Park after a short break at Brunswick Riverwalk Park.

WMPO staff will collaborate with our member jurisdictions, local law enforcement, and NCDOT to plan this event for a Saturday morning in the fall of 2021. WMPO staff will obtain all necessary permits and meet public safety requirements for this event.

Proposed Northern Brunswick County Community Bike Ride



**WILMINGTON URBAN AREA
MPO
May 2021**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

- Preliminary recommendations to be presented to the Steering Committee at meeting on May 20th.
- Second public input survey for preliminary plan recommendations to be released last two weeks of May.
- Final plan recommendations by June 30, 2021.

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 11 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 5 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 0 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 16 total (13 on-going; 3 new): New Hanover County 5 (1 new), City of Wilmington 3 (1 new), Carolina Beach 1, Town of Leland 0, Town of Navassa 0, Pender County 6 (1 new), and Brunswick County 1
- Pender County Development Plan Reviews: 7 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 45 reviews (5 new, 40 on-going)
- City of Wilmington Informal Reviews: 19 reviews (9 new, 7 on-going)

- City of Wilmington Concept Reviews: 0 reviews (0 new)
- COW Project Releases: 9 released

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Construction commenced October 26, 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. The right of way certification was received November 2, 2016.

Project Status and Next Steps:

- Begin Construction – Spring 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
- Construction in progress
- Project completion extended to June 30, 2022
- Supplemental Agreement 4 increased the total estimated project cost to \$254,842

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

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

Project Status and Next Steps:

- 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
- Construction in progress
- Project completion extended to June 30, 2022
- Supplemental Agreement 4 increased the total estimated project cost to \$327,788

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

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

Project Status and Next Steps:

- Council approved additional funding for project on January 19, 2021
- MPO Board approved funding request on February 24th
- NCDOT Plans to resurface from 17th Street to Shipyard Blvd (Summer 2021)
- Once Notice To Proceed is awarded to AECOM, plans will be moved to 65% Plans in 45 days
- Then coordination with YWCA on needed ROW/Easement will happen

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

U-6234 MULTI-MODAL PHASE 1 B

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

for a transportation purpose

Project Status and Next Steps:

- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- 95% design comments transmitted to HDR on March 28, 2021
- Final design package under development – anticipated delivery date early May

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TASA-DA

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

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

Project Status and Next Steps:

- Construction underway
- Approximately 90% complete with construction
- Paving complete; awaiting pavement markings and signage

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

Project Description: The project consists of the construction of a multi-use path of eight feet (8')

wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Approval from NCDOT for hydraulic design received December 18, 2020
- Hydraulics completing redline drainage and erosion control plans.
- Updated schedule to account for ROW acquisitions and remaining design.
- 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:

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

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

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO adopted “Work Cape Fear: Expanding Commuter Options in the Cape Fear Region” TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that funded a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The TDM program works to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing

Plan for the “Go Coast” program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.

Project Status and Next Steps: Initiatives

1. Be A Looker

- a. Go Coast’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. May is Go Coast Bike Month (and National Bike Month)

- a. Participants can register at <https://www.gocoastnc.org/2021-go-coast-bike-month/>
- b. Participants will track and report their trips via bicycle for the month of May. Prizes have been donated by Two Wheeler Dealer and Bike Cycles
- c. The Go Coast Committee expressed interest in the development of a map for bike month that highlights bikeable destinations in the WMPO area. This map features local businesses, shopping centers, parks, museums, and more that are safely accessible by bicycle. This map can be found at <https://www.gocoastnc.org/2021-go-coast-bike-month/>

3. 31st Annual River to Sea Bike Ride

- a. The 2021 River to Sea ride is tentatively planned for Saturday October 16, 2021

4. Short Range TDM Plan Update

- a. The final Draft of Cape Fear Change in Motion 2020 was adopted by the WMPO Board in the April meeting
- b. This plan will guide Go Coast initiatives and SOV reduction strategies from 2021 to 2025

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 will begin to score these roadways to update the Bike Suitability Map in 2021
- c. http://www.wmpo.org/wp-content/uploads/2017/04/2016BikeSuitabilityMap_Regional.jpg

- 6. The next Go Coast meeting is May 20, 2021 at 3:00 and will take place virtually.



Cape Fear Public Transportation Authority

Project Update

May 2021

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

Transportation offerings, as referenced, continue under each phase of the vaccination distribution plan and are offered currently. As of close of business on Friday, April 30, 2021, the Authority has performed a total of **285** trips to and/or from vaccination distribution sites to members of our community. Further details and information regarding this effort can be found on the Authority's website at: <https://www.wavetransit.com/>.

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

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

On March 8th, the Authority opened the ninety-day comment period for the purposes of providing a formal opportunity for customers and members of the public to provide feedback on the revised network, and a formal public hearing was held on April 22, 2021.

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, as proposed, will be considered by City Council during their upcoming, Tuesday, May 4, 2021 meeting.

Provided this development, the Authority decided to postpone the three (3) informational sessions associated with the system network redesign scheduled for early May 2021.

Informational sessions and further outreach activities are postponed until details regarding a potential delay in the system network redesign are obtained. Updates will continue to 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.

Projects in Development								
Project Manager	Contract T	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Central	Raleigh	B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	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 Pielech	DPOC	BP3.R004	WMPO	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	12/16/2021
Central	Raleigh	15BPR.26	WMPO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y	Y	1/18/2022
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	Pender	Y	Y	1/18/2022
Ron Vancleef	LAP	U-6233	WMPO	US 421 and Hamlet Avenue in Carolina Beach Signal Installation and Pedestrian Improvemen	New Hanover	Y	Y	1/20/2022
Mike Bass	DPOC	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022
Derek Pielech	DPOC	B-4590	WMPO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	Y		4/21/2022
Eric Murray	DPOC	U-5914	WMPO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick			6/2/2022
Krista Kimmel	DDRL	U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover		Y	6/21/2022
Rail Division	Rail	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover			6/30/2022
Ron Vancleef	LAP	U-5534C	WMPO	Greenville Ave form Wrightsville Avenue to Hinton Avenue	New Hanover			7/7/2022
Eric Murray	DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover			7/7/2022
TBD	DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and	New Hanover 3D			8/4/2022
TBD	DPOC	W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive turn lanes	New Hanover			9/15/2022
Eric Murray	DPOC	W-5703C	WMPO	Monkey Junction Pedestrain Improvements	New Hanover		Y	11/17/2022
Brian Harding	DDRL	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024
Lydia	DPOC	I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick			10/17/2024
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 Millemarker 420 to NC 210	New Hanover, Pender			4/15/2025
Mike Bass	DDRL	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025
Lydia	DDRL	I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover			2/17/2026
Trace Howell	DDRL	U-5792	WMPO	MLK at College	New Hanover			6/16/2026
Trace Howell	DDRL	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y		9/15/2026
Brian Harding	DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover			6/15/2027
Brian Harding	DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover			5/16/2028
Krista Kimmel	DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover			6/20/2028

Project Manager Contract T TIP PO				Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Brian Harding	DDRL	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover			7/18/2028
Trace Howell	DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender			9/19/2028
Lydia	DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	Brunswick, New Hanover			11/16/2028
Krista Kimmel	DDRL	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover			12/19/2028
Krista Kimmel	DDRL	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover			12/19/2028
Krista Kimmel	DDRL	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	Y		6/19/2029
Brian Harding	DDRL	U-5734	WMPO	US 421 Front St Widening	New Hanover			PY
Trace Howell	DDRL	U-5790	WMPO	Monkey Junction Interchange	New Hanover			PY
Brian Harding	DDRL	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover			PY
Trace Howell	DDRL	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover			PY
Trace Howell	DDRL	U-5704	WMPO	US 17 (Oleander) at College	New Hanover			PY
Krista Kimmel	DPOC	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander D	New Hanover			PY
Trace Howell	DDRL	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover			PY
Trace Howell	DDRL	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover			PY
Brian Harding	DPOC	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover			PY
None	DDRL	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover			PY
Jessi Leonard	CSF	W-5703P	WMPO	US 17 and Ploof Rd/Olde Waterford Way	Brunswick		Y	TBD

PE Work Continuing	
Work Continuing for	
Updating Estimate Only	

Date Completed:

4/29/2021

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	99.77%
DC00291	Kirsten Spirakis		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	33.49%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	39.12%
C203980	Alex Stewart	U-4751	New Hanover	with an interchange at the Bypass	Mar-23	46.34%

Resurfacing										
Contract		County	Resident	TIP	MPO/RPO	Map	Routes		Estimated	
Contract Number	Year						Completion	Percent Complete		
C204135	2018	w Hanover/Brunsw	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)		Apr-21	100.00%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

May 2021

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

MAY TPD UPDATES WILMINGTON MPO

MAY 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 4/22 where we went over the following items:

- Future Year Highway Decision Meeting
- Bicycle and Pedestrian Review Meeting
- Survey Update

Our next meeting is on May 13, 2021 where we will be reviewing Transit/ Rail Map and have a decision meeting on the Bicycle and Pedestrian Map. The survey opened on March 11th and closes on June 9th. As of April 26th, we have over 3,600 responses and we thank everyone on our CTP Steering Committee for the survey outreach.

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

Traffic Shift Planned for Wilmington's Market Street: To allow construction to continue on Wilmington's Market Street, the N.C. Department of Transportation contractor will needed to shift a section of traffic in April. This construction is part of a larger project to relieve congestion and improve safety on Market Street. Construction is expected to be complete in early 2023.

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

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

Applications Open for Bicycle and Pedestrian Planning Grants: The N.C. Department of Transportation is accepting applications from communities for the [2021 Bicycle and Pedestrian Planning Grant Initiative](#). The program provides funding for municipalities across the state to develop comprehensive bicycle or pedestrian plans. All North Carolina municipalities are eligible to apply for a standard bike or pedestrian plan. Additionally, the following options are available:

- Counties with populations of less than 50,000 may apply for a bicycle or pedestrian plan.
- Smaller municipalities with populations of less than 10,000 can also apply to develop combined bicycle and pedestrian plans.
- Municipalities with a population of less than 5,000 may apply for a Project Acceleration Plan – an abbreviated plan primarily focusing on priority project identification and implementation.
- Municipalities (and counties with populations of less than 50,000) with a bicycle or pedestrian plan may also apply to update their plan if it is at least five years old.

The deadline for applications, to be submitted electronically, is June 30 at 5 p.m. Award recipients will be notified by September 2021.

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

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