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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: March 26, 2021
SUBJECT: March 31st meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, March 31, 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/82491753769>

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#: 824 9175 3769

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 comments to be shared during the MPO Board meeting may do so by 5 pm on March 30, 2021 by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Presentation
 - a. Go Coast Change in Motion 2020 TDM Plan- Nick Cannon, WMPO
- 7) Consent Agenda

Wilmington Urban Area Metropolitan Planning Organization

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- a. Approval of Board Meeting Minutes from February 24, 2021 (pg. 4-9)
 - b. Resolution approving the 2020-2029 STIP/MPO TIP Amendment 21-1 (pg. 10-11)
 - c. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-2 (pg. 12-14)
 - d. Resolution approving the FY 22 Section 5310 Grant Awards (pg. 15-17)
 - e. Resolution approving the FY 22 Unified Planning Work Program (pg. 18-36)
 - f. Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process (pg. 37)
 - g. Resolution supporting the allocation of additional Direct Attributable Funds to the North Carolina Department of Transportation for the US 421/Lake Park Drive and Hamlet Avenue Traffic Signal (pg. 38-39)
 - h. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendment 21-2 (pg. 40-43)
- 8) Regular Agenda
- a. Resolution approving the Allocation of Surface Transportation Block Grant-Direct Attributable Funds to New Hanover County for the Middle Sound Connector, Cape Fear Public Transportation Authority for the Automated Passenger Counters, and NC State Ports for North Gate Feasibility Study (pg. 44-46)
- 9) Discussion
- a. COVID-19 Direct Attributable Funding Allocation (pg. 47-60)
 - b. Surface Transportation Legislation (Earmarks) (pg. 61-62)
 - c. 2021 River to Sea Ride
 - d. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-3 (pg. 63)
- 10) Updates
- a. Wilmington Urban Area MPO (pg. 64-71)
 - b. Cape Fear Public Transportation Authority (pg. 72-73)
 - c. NCDOT Division (pg. 74-77)
 - d. NCDOT Transportation Planning Division (pg. 78)
- 11) Announcements
- a. Bike/Pedestrian Committee Meeting- April 13, 2021
 - b. NC Ethics Forms Due- April 15, 2021
- 12) Next meeting – April 28, 2021

Attachments

- MPO Board Meeting Minutes- February 24, 2021
- Proposed 2020-2029 STIP/MPO TIP Amendment 21-1
- Resolution approving the 2020-2029 STIP/MPO TIP Amendment 21-1
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications 21-2
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-2
- FY 22 Section 5310 Grant Awards Memorandum
- Resolution approving the FY 22 Section 5310 Grant Awards
- Draft FY 22 Unified Planning Work Program
- Resolution approving the FY 22 Unified Planning Work Program
- Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization's Transportation Planning Process
- Letter from the North Carolina Department of Transportation
- Resolution supporting the allocation of additional Direct Attributable Funds to the North Carolina Department of Transportation for the US 421/Lake Park Drive and Hamlet Avenue Traffic Signal
- Proposed 2020-2029 STIP/MPO TIP Amendment 21-2
- Surface Transportation Block Grant-Direct Attributable Memorandum

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- Resolution approving the Allocation of Surface Transportation Block Grant-Direct Attributable Funds to New Hanover County for the Middle Sound Connector, Cape Fear Public Transportation Authority for the Automated Passenger Counters, and NC State Ports for North Gate Feasibility Study
 - COVID-19 Direct Attributable Funding Allocation Memorandum
 - Highway Infrastructure Programs – Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIPCRRSAA) Implementation Guidance
 - Surface Transportation Legislation (Earmarks) Memorandum
 - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-3
 - Wilmington Urban Area MPO Project Update (March)
 - Cape Fear Public Transportation Authority Update (March)
 - NCDOT Division Project Update (March)
 - NCDOT Transportation Planning Division Project Update (March)

MPO Board Remote Meeting Minutes
Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C.
Wednesday, February 24, 2021

Members Present

David Piepmeyer, Pender County
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
LeAnn Pierce, Town of Carolina Beach
John Ellen, Town of Kure Beach
Jonathan Barfield, Jr., New Hanover County
Mike Forte, Brunswick County
Eulis Willis, Town of Navassa

Others Present

Mike Kozlosky, Executive Director, WMPO
Abby Lorenzo, Deputy Director, WMPO
Trevor Stewart, GIS Analyst, WMPO
Nick Cannon, Go Coast TDM Program Coordinator, WMPO
Scott A. James, Transportation Planning Engineer, WMPO
Chad Kimes, NCDOT Division Engineer

1) Call to Order

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

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

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

Absent: 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 requested.

4) Approval of the Agenda

Mr. Barfield made a motion to approve the meeting agenda as presented. Ms. Bozeman 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, LeAnn Pierce, John Ellen, Jonathan Barfield, Mike Forte and Eulis Willis.

Nays: None. **Absent:** Landon Zimmer.

5) Public Comment Period

Mr. Kozlosky stated that no written or audio comments were received from the public.

6) **Presentations**

a. **Go Coast TDM Update – Nick Cannon, WMPO**

Mr. Cannon gave a brief overview of the Go Coast Transportation Demand Management (TDM) Program. He stated that the overall goal of all TDM programs is to reduce vehicle miles traveled and to decrease traffic congestion within a designated area. He noted that the advisory committee for the program, the Go Coast Committee, is comprised of representatives from large and mid-size employers, WAVE Transit, UNCW and CFCC, as well as member jurisdictions. He added that the main influences on the TDM program include the short-range TDM plan, a scorecard provided to TDM grant recipients from NCDOT, the Go Coast Committee, the MPO Board, needs from member jurisdictions, and feedback from the community.

Mr. Cannon gave an overview of Go Coast activities since July, as follows:

- Cape Fear Change in Motion 2020 – update to the short-range (five-year) TDM plan, included a survey with more than 250 responses, and a 30-day public comment period (December 2020 to January 2021). A draft will be presented to the MPO Board next month.
- 5th Annual Commuter Challenge - held in October with 100 participants. Due to COVID-19, this year's event had increased telecommuting, which also impacted on-premises promotion at major employers represented on the Go Coast Committee.
- Watch for Me NC – law enforcement-led bicycle and pedestrian safety initiative of NCDOT, in-person police presence was impacted by COVID-19.
- CASSI application – three-month autonomous vehicle pilot program. Wilmington and Carolina Beach applied, however, neither were selected for the program.

Mr. Cannon said that one of the goals of the TDM program is to increase the visibility of the Go Coast program. He noted that Go Coast hosted an alternative transportation social media week with a series of visual and video posts, of which he displayed an example. He added that the posts were interacted with 1,500 times, and the Go Coast Instagram following increased by 400 since November 2020.

Mr. Cannon said that the City of Wilmington was designated as a bronze level Bicycle Friendly Community by the League of American Bicyclists, which came with a report card on how to become even more bicycle friendly. He noted that the designation lasts four years.

Mr. Cannon said a July 2020 survey revealed that telecommuting in the MPO area increased from 28% to 69%, employer-offered telecommuting increased from 44% to 100% where applicable, alternative work schedules doubled, and bicycling for recreation and commuting also increased. Meanwhile, carpooling and transit ridership decreased due to social distancing.

Mr. Cannon gave an overview of upcoming Go Coast initiatives, as follows:

- Go Coast Subcommittee to increase participation in the Annual Commuter Challenge
- Bicycle Friendly Community Task Force comprised of City staff to focus on achieving a silver level designation for Wilmington in the 2024
- Bike Suitability Map update for the region
- National Bike Month in May
- 31st Annual River to Sea Bike Ride, preliminary planning for a fall event

b. StreetLight Data – Abby Lorenzo and Trevor Stewart, WMPO

Mr. Kozlosky stated that in the current fiscal year, the MPO Board authorized the MPO to purchase StreetLight Data. He noted that this is big data that can be used for several different analyses and is available to each of the MPO's members.

Deputy Director Abby Lorenzo reminded members that the MPO Board was introduced to StreetLight Data this time last year when considering the MPO's Unified Planning Work Program (UPWP). Staff proposed to purchase this dataset for in-house data analysis, which was traditionally outsourced for costly studies and plans. She explained that StreetLight Data is a location-based service dataset collected from smart phone apps that track location, combined with data from navigation devices in connected vehicles. StreetLight uses a proprietary analysis tool to process trillions of location-based data points with other mapped datasets of personal data, roadway networks, land use data, etc. This data integration produces a contextualized dataset that can be further analyzed within the StreetLight platform or be taken out and analyzed in GIS. StreetLight has its own method for validating the data based on with actual observed traffic conditions. Although the data is used for estimates traditionally, it has statistical accuracy. The tier purchased allows for origin and destination analysis, trip attribute analysis (speed, time of day) as well as segment corridor type analysis, which would assist in congestion management process monitoring. Additionally, the tier allows for the segmentation of heavy truck traffic, which is critical due to the region's proximity to the Port.

GIS Analyst Trevor Stewart gave a brief demonstration of the StreetLight visualization dashboard and some parameters used for analysis. He noted that StreetLight is geographically based with the ability to complete analysis at a regional level using Census blocks or traffic analysis zones, at a more local level by creating zones around neighborhoods, or streets. Customizations include date ranges, days (weekends or weekdays), day parts into hour groups, and time increments down to 15-minute events. Optional parameters include trip duration, length, average speed, and circuitry as well as traveler attributes derived from Census data. He gave an example of a morning origin and destination analysis.

Ms. Lorenzo said that staff has developed a procedure for MPO members and planning partners to request this data or analysis. She noted that an application form is available at <https://www.wmpo.org/wp-content/uploads/2021/02/Data-Request-Application.pdf>, which will also be distributed to member jurisdictions. She noted that staff will review applications with applicants to better understand the expectations and timelines for each request.

Chairman Piepmeyer expressed appreciation.

7) Consent Agenda

- a. Approval of Board Meeting Minutes from January 27, 2021**
- b. Opening of the 30-day Public Comment Period for Draft FY 22 Unified Planning Work Program**
- c. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the South College Road/Holly Tree Crosswalk (U-5534Q) Project**
- d. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the Town of Leland for the Village Road Multi-use Path (U5534I) Project**
- e. Resolution Supporting the Allocation of Direct Attributable Funds to the Town of Leland for the Leland Middle School Sidewalk (U-5534K) Project**
- f. Resolution Supporting the Endorsement of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2021**

- g. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement
- h. Program Administrative Modifications #21-1

Mr. Barfield expressed appreciation regarding the South College Road/Holly Tree crosswalk. Mr. Rivenbark commented that the crosswalk has been needed by the city for a long time and is well needed with the trail at that intersection.

Mr. Barfield made a motion to approve the Consent Agenda, Items 7a through 7h. Vice-Chairman Miller 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, LeAnn Pierce, John Ellen, Jonathan Barfield, Mike Forte and Eulis Willis.

Nays: None. **Absent:** Landon Zimmer.

8) Regular Agenda

- a. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the Wilmington Multi-Modal Transportation Center Phase 1B (U-6234) Project

Chairman Piepmeyer said that at the agenda review meeting, he requested this item be pulled from the consent agenda for further discussion due to its dollar amount.

Mr. Kozlosky stated this item is consistent with the presentation provided to the MPO Board at its last meeting regarding the upgrade and rehabilitation of the building at 525 North 4th Street, sometimes referred to as the Thomas Grocery Building, which was built in 1894. He noted that the condition has deteriorated, and the building is in neglect. He reminded the Board that it authorized the MPO to evaluate the possibility of using the building for MPO office space. He added that the Board in partnership with the city has provided funding.

Mr. Kozlosky said that staff received the building plan designs on Friday. He reiterated that consistent with the presentation last month, there is a request for additional funds. He added that the city has approved the use of \$290,039, and this resolution requests that the MPO provide the additional \$1,160,158 in MPO Direct Attributable funds for the rehabilitation and reuse of the building.

Chairman Piepmeyer stated that office space is needed, and this is an opportunity for new office space to be created and for a new location for MPO staff as there is some need for its current space. He commented that although pricey, it is not as pricy as building a new building or trying to meet the need for new office space.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky stated that the funds are Surface Transportation Block Grant (STBG) funds available through the MPO to its members. He pointed out that this is like other projects where MPO members need to return to ask for additional funds due to project increases like those on the agenda. He commented that this is an expensive ask. However, the project would fulfill the vision of the Multi-Modal Transportation Center on the property south of Campbell Street. The rail component, planned later, would occupy the properties to the north of Campbell Street. He noted that it would use available funds from a federal program with the city providing the local match.

Chairman Piepmeyer pointed out that if the MPO did not utilize these funds from the federal program, it could result in increased contributions from the membership. He expressed concerns regarding the lack of parking at this facility.

Mr. Rivenbark concurred with the concerns regarding the lack of parking. Mr. Kozlosky responded that the number of available on-street parking spaces on Campbell Street is 23. He added that staff has discussed with NCDOT reestablishing the parking lot in the gulch between 3rd and 4th Street, with a cost of \$550,000, which is not funded currently. Another option would be to approach Cape Fear Community College (CFCC) regarding meeting or event parking at their deck on 3rd Street.

Mr. Forte expressed concerns regarding the lack of parking as well.

Ms. Bozeman expressed interest in ADA parking at the building. Mr. Kozlosky responded that he would investigate it. He noted that he would reach out to the city's parking division as well as CFCC.

Chairman Piepmeyer requested that this be made a priority.

Mr. Anderson made a motion to support additional DA funds for the Multi-Modal Transportation Center, Phase 1B. 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, LeAnn Pierce, John Ellen, Jonathan Barfield, Mike Forte and Eulis Willis. **Nays:** None.

Absent: Landon Zimmer.

9) Discussion

a. Surface Transportation Block Grant-Direct Attributable and Transportation Alternatives Set Aside-Direct Attributable Funding Requests

Mr. Kozlosky stated that the MPO held a call for projects with a deadline of February 5th. He noted that two requests and one incomplete application were received.

Transportation Planning Engineer Scott James reminded committee members that there was a call for projects in November of 2020. In response to the call, the MPO received two applications by the deadline of February 5, 2021, as follows:

- Middle Sound Loop Connector and Sidewalk along Market Street to Porters Neck, New Hanover County. Total: \$691,481 (\$553,472 from the MPO)
- Automated Passenger Counters, Wave Transit. Total: \$200,000 (\$160,000 from the MPO)

Mr. Kozlosky stated that the NC Ports submitted an incomplete application for improvements to the north gate. As the incompleteness was due to a miscommunication on the part of the MPO, staff worked with the Technical Coordinating Committee to provide the Port with an opportunity to resubmit an application until February 25th. He anticipated the ask to be \$250,000 for some conceptional plans for the north gate improvements. He noted that staff would bring this back for consideration at the MPO Board's March meeting.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky stated that the issue has been addressed and would not recur in the future.

Mr. Rivenbark inquired if the improvements to the north gate would reduce traffic on Carolina Beach Road. Mr. Kozlosky explained that the Port is improving the south or container gate and this will move traffic to the north gate. This plan would provide either a new location facility into the Port off South Front Street or improve the north gate as it exists today. The Port is exploring conceptual designs for both those alternatives.

Mr. Rivenbark expressed concerns regarding reducing 18-wheeler traffic on Carolina Beach Road for the section from Greenfield Lake to Shipyard Boulevard.

b. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-2**

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

10) Announcements

a. **NC Ethics Forms - Due April 15, 2021**

11) 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 in the agenda packet. One additional update relates to an effort in conjunction with NCDOT, Wave Transit, Brunswick Transit and Columbus Transit. He noted that Deputy Transportation Secretary Julie White reached out related to the MPO's interest in partnering with those agencies to provide on-demand transit service for vaccinations. He added that the Department has funding for this service and the effort is still in the works. Marie Parker will brief the Cape Fear Public Transportation Authority Board tomorrow. He commented that this will also allow Wave Transit to test on-demand service, which it plans to start providing on August 15th.

12) Adjournment

Next MPO Board meeting – March 31, 2021

Mr. Ellen encouraged fellow Board members to join him on the seven-day (400-mile) Mountains to the Coast Bike Ride the first week of October.

With no further business to discuss, Mr. Rivenbark made a motion to adjourn the meeting, seconded by Mr. Ellen. The motion to adjourn carried unanimously by roll call as follows:

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

Nays: None. **Absent:** Landon Zimmer.

The meeting was adjourned at 3:48 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 Amendments to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-1 (January 2021)

STIP ADDITIONS

* TM-0024 PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	AIM GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. THIS WILL ALLOW THE CITY TO EXPAND SERVICE AND HOURS	OPERATIONS	2021	\$250,000 (5312) \$63,000 (L) \$313,000
		<u>ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>			
* TO-0003 PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIGNS OF HUMAN TRAFFICKING. THE DEPARTMENT ALSO WILL DEVELOP HUMAN TRAFFICKING AWARENESS EDUCATIONAL MATERIALS TO BE POSTED ON TRANSIT VEHICLES AND STATIONS.	ADMINISTRATIVE	2021	\$90,000 (5312) \$30,000 (5307) \$120,000
		<u>ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>			
* TO-0004 PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	SYSTEM SAFETY OVERSIGHT GRANT FOR NCDOT RAIL DIVISION.	ADMINISTRATIVE	2021	\$88,000 (S) \$352,000 (SSO) \$440,000
		<u>ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD FOR SYSTEM SAFETY OVERSIGHT.</u>			
* TU-0003 PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT.	PLANNING	2021	\$122,000 (5312) \$122,000
		<u>ADD PROJECT AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #21-1 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 #21-1; 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 #21-1.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-2 (February 2021)

* HO-0002C	- WILMINGTON URBAN AREA	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON.	CONSTRUCTION	FY 2021 -	\$4,705,000	(HSIP)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	INSTALL BROADBAND.		FY 2021 -	\$523,000	(S(M))
COLUMBUS	- LUMBER RIVER RURAL PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 21 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2022 -	\$4,705,000	(HSIP)
ROBESON				FY 2022 -	\$523,000	(S(M))
PROJ.CATEGORY	- CAPE FEAR RURAL PLANNING ORGANIZATION				\$10,456,000	
STATEWIDE						
* HO-0002D	- WILMINGTON URBAN AREA	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN	CONSTRUCTION	FY 2023 -	\$1,760,000	(DP)
ANSON	METROPOLITAN PLANNING ORGANIZATION	WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.			\$1,760,000	
BRUNSWICK	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED. DP FUNDS REPRESENTS FEDERAL INFRA GRANT FUNDS.</u>				
COLUMBUS						
RICHMOND	- ROCKY RIVER RURAL PLANNING ORGANIZATION					
ROBESON						
SCOTLAND	- CAPE FEAR RURAL PLANNING ORGANIZATION					
UNION						
PROJ.CATEGORY	- LUMBER RIVER RURAL PLANNING ORGANIZATION					
STATEWIDE						

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-2 (February 2021)

EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH.	ENGINEERING CONSTRUCTION	FY 2020 - FY 2020 - FY 2022 - FY 2022 -	\$59,000 \$15,000 \$333,000 \$83,000	(TADA) (L) (TADA) (L)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>			\$490,000	
* HO-0002C BRUNSWICK COLUMBUS ROBESON PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON. INSTALL BROADBAND. <u>ADD CONSTRUCTION IN FY 21 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2021 - FY 2021 - FY 2022 - FY 2022 -	\$4,705,000 \$523,000 \$4,705,000 \$523,000	(HSIP) (S(M)) (HSIP) (S(M))
					\$10,456,000	
* HO-0002D ANSON BRUNSWICK COLUMBUS RICHMOND ROBESON SCOTLAND UNION PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION - ROCKY RIVER RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED. DP FUNDS REPRESENTS FEDERAL INFRA GRANT FUNDS.</u>	CONSTRUCTION	FY 2023 -	\$1,760,000 \$1,760,000	(DP)

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #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 modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-2.

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 #21-2.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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MEMORANDUM

TO: TCC members

FROM: Mike Kozlosky, Executive Director

DATE: March 10, 2021

SUBJECT: Section 5310 Community Grant Awards for FY 2022

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). The allocation of these funds required a Federal Transit Administration (FTA) approved Program Management Plan (PMP) which was adopted by the Cape Fear Public Transportation Authority Board on April 23, 2015 and supported by the MPO Board on June 24, 2015.

Eligible applicants for Section 5310 funding are non-profit organizations, state or local governmental agencies, and private operators of public transportation services. These applicants provide matching funds (80/20 capital or 50/50 operating). The total expected federal funding available for this grant award is \$74,000. The 2022 grant applications are due for submission to FTA by the end of March 2021. The funds are expected to be available in July 2021.

The Cape Fear Public Transportation Authority received two applications for this funding. The Wave Connect Advisory Committee reviewed and scored these applications and recommends awards to these applicants in the following amounts:

New Hanover County (NHC) Senior Resource Center

- \$56,000 Federal funding
- \$14,000 Local match(80/20 matching funds)
- \$70,000 Total project budget
- Accessible Van Trips: 2,857

Elderhaus at the Lake

- \$18,000 Federal funding
- \$4,500 Local match (80/20 matching funds)
- \$22,500 Total project budget

Wilmington Urban Area Metropolitan Planning Organization

-
- Accessible Van Trips: 918

The NHC Senior Resource Center has received funding for the past three years and is once again being recommended for funding. Elderhaus at the Lake received funding in FY 21 and is also being recommended for award in FY 22. Staff recommends support of these grant awards.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE WAVE CONNECT ADVISORY COMMITTEE'S
RECOMMENDATIONS FOR AWARD OF THE SECTION 5310 COMMUNITY GRANT
PROJECT FUNDS**

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 required a Federal Transit Administration approved Program Management Plan which was adopted by the Cape Fear Public Transportation Authority Board on April 23, 2015 and supported by the MPO Board on June 24, 2015; and

WHEREAS, eligible applicants for Section 5310 funding are non-profit organizations, state or local governmental agencies, and private operators of public transportation services; and

WHEREAS, eligible applicants provide matching funds (80/20 capital or 50/50 operating); and

WHEREAS, the total expected funding level available for this grant award is \$74,000; and

WHEREAS, the Cape Fear Public Transportation Authority received two applications for this funding; and

WHEREAS, the Wave Connect Advisory Committee has reviewed and scored these applications and recommends the New Hanover County (NHC) Senior Resource Center and Elderhaus at the Lake for this funding.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the WAVE Connect Advisory Committee’s recommendation to provide the Section 5310 funding to the New Hanover County (NHC) Senior Resource Center and Elderhaus at the Lake.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 31, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



Unified Planning Work Program

Fiscal Year 2022

DRAFT
March 8, 2021

**FY 2022 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a "cooperative, comprehensive, and continuing ..." transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2022. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

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

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

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

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 22

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

Line-Item Codes:

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

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

II-A3 Street System Changes- No tasks foreseen.

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

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

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

II-A7 Air Travel- No tasks foreseen.

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

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

II-A10 Mapping - No tasks foreseen.

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

II-A12 Bicycle and Pedestrian Facilities Inventory- Update the Bike Ped potential project database.

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

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

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

II-B4 Travel Surveys- No tasks foreseen.

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

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

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

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential metropolitan transportation improvement projects.

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

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

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

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

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

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

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

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

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

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

III-A Planning Work Program- Evaluation of FY 2022 PWP and development of FY 2023 PWP.

III-B Transportation Improvement Program- Review and amend the 2020-2029 Transportation Improvement Program on an as needed basis. Assist in the development of the 2023-2032 Transportation Improvement Program.

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

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

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

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

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

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

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

III-D1 Transportation Enhancement Planning- No tasks foreseen.

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

III-D3 Special Studies- Time utilized by Planning Staff to manage four STBGP-DA funded Special Studies performed by staff and contracted consultants. The Pender County Roadway Safety Audit will be conducted by staff. Outside consultants will be contracted to assist in the N. Brunswick County Transit Study, Navassa Collector Street Study, and Kure Beach Bike Plan. Consultants have not yet been selected to perform these tasks.

- **Pender County Roadway Safety Audit:**
The purpose of conducting a roadway safety audit is to fulfill recommended actions in the Pender 2.0 Comprehensive Land Use Plan relating to the topic:
 - Recommended Action 4.2.E.1: Work with the MPO, RPO, NCDOT or outside consultant to create safety audits in locations with high crash rates as identified on Maps 4.4 and 4.5.
 - Recommended Action 4.2.E.2: Explore all opportunities for safety improvements to intersections identified as high crash locations.

Upon successful completion of the roadway safety audit process, Pender County, NCDOT, and WMPO staff will have the data from the audits for the purposes of analyzing future roadway improvement projects. Additionally, the process will provide an opportunity to consider policy recommendations for future action to increase the safety of individuals travelling within Pender County.

- **N. Brunswick County Transit Study:**
The Cape Fear Public Transportation Authority (WAVE) previously operated Route 204 (Brunswick Connector) which served northern Brunswick County. This was funded through federal funds and funding from the Brunswick Consortium (Town of Leland, Town of Navassa, and Brunswick County). The Brunswick Consortium decided to discontinue funding for this route and WAVE subsequently voted to eliminate the Route 204. The communities in northern Brunswick County recognize the need for public transportation and have requested the MPO complete a Northern Brunswick County Transit study to assess needs and provide recommendations as it relates to the necessary next steps to reinstating public transportation options in northern Brunswick County.
- **Navassa Collector Street Study:**
In effort to assist with transportation planning in this high growth area, there is a need for the completion of a Navassa Collector Street Plan. The Northern Brunswick County Collector Street Plan was adopted by the Town of Leland and Town of Navassa on June 20, 2013 and by the MPO Board on July 31, 2013. A collector street plan fine tunes the roadway needs of concentrated areas so that towns and cities may have the facilities needed to serve future developed areas. Collector streets serve as a buffer between local streets and thoroughfare roadways, and are needed to move traffic efficiently. The provision of collector streets in a planned fashion can help to reduce cut-through traffic on local streets, thus preserving neighborhood vitality. This plan would also compliment the Navassa Comprehensive Plan which is currently being pursued by town staff. The completion of this plan is critical to the implementation of an adequate collector street network in the Town of Navassa.

- **Kure Beach Bike Plan**
The Town of Kure Beach appointed a Bicycle/Pedestrian Committee in February 2020. The purpose of the Committee is to assist the Kure Beach Town Council in the planning, funding, development, and implementation of facilities and programs that will result in the increased safety and use of bicycle and pedestrian travel as a significant and beneficial mode of transportation and recreation, embracing innovation and being environmentally and socially friendly. This Committee, with support from Town Council, has determined to develop and prioritize the needs of the Town that a Comprehensive Bicycle/Pedestrian Master Plan is necessary. The Town desires to develop safe, equitable, and inclusive methods of bicycle, pedestrian, and all active transportation options for their visitors and citizens. Outside of the Wilmington Urban Area MPO's Cape Fear Moving Forward 2045 and Wilmington/New Hanover Comprehensive Greenway Plan, the Town of Kure Beach currently does not have a long-range plan to address these issues. The completion of this plan will assist the town in multi-modal transportation planning, funding, and implementation efforts.

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

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements. The TDM Program is funded by STBGP-DA funds and included as a task under Management and Operations.

- **TDM Program:**
To resume Transportation Demand Management efforts, the TDM Program will move forward using STBGP-DA funding and will continue to be performed by inhouse staff. The TDM Program has been successful in promoting the Commuter Friendly Employer Program, Bike to Work Week, River to Sea Bike Ride, and Commuter Challenge. This program has also been working with local employers to promote alternative modes of transportation and TDM strategies such as carpooling, vanpooling, telecommuting, and personalized commuter plans. The program has completed a successful "Be A Looker" campaign, launched a dedicated Go Coast website, and re-launched the Share the Ride NC effort with a new vendor. TDM Staff is currently working with the Go Coast Committee to craft *Cape Fear Change in Motion* that will serve as the next short-range TDM plan for our region.

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2022
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,200
Section 5303 NCDOT 10%	1,200
Section 5303 FTA 80%	9,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2022
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2022
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2022
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2022
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2022
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2022
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2022
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	4,137
Section 5303 NCDOT 10%	4,135
Section 5303 FTA 80%	33,085
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Wilmington Urban Area Metropolitan Planning Organization
FY2022 Unified Planning Work Program
 Draft 03/08/21

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL						STBGP-DA						SECTION 5303						TASK FUNDING SUMMARY			
		Highway / Transit			STBGP-DA			SECTION 5303						LOCAL	NCDOT	FEDERAL	TOTAL						
		WBS #:			WBS #:			WBS #:															
		LOCAL 20%	FWMA 80%	Total 100%	LOCAL 20%	FWMA 80%	Total 100%	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%												
II-A	SURVEILLANCE OF CHANGE																						
II-A-1	Traffic Volume Counts	13,000	52,000	65,000	-	-	-	-	-	-	-	-	-	-	-	-	13,000	-	52,000	65,000			
II-A-2	Vehicle Miles of Travel	50	200	250	-	-	-	-	-	-	-	-	-	-	-	-	50	-	200	250			
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-4	Traffic Accidents	50	200	250	-	-	-	-	-	-	-	-	-	-	-	-	50	-	200	250			
II-A-5	Transit System Data	100	400	500	600	2,400	3,000	1,200	1,200	9,600	12,000	1,900	1,200	12,400	15,500	-	1,900	1,200	12,400	15,500			
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200	4,000	-	-	-	-	-	-	-	800	-	-	-	-	800	-	3,200	4,000			
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-9	Travel Time Studies	50	200	250	-	-	-	-	-	-	-	50	-	-	-	-	50	-	200	250			
II-A-10	Mapping	-	-	-	15,600	62,400	78,000	-	-	-	-	15,600	-	-	-	-	15,600	-	62,400	78,000			
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-A-12	Bike & Ped. Facilities Inventory	600	2,400	3,000	-	-	-	-	-	-	-	600	-	-	-	-	600	-	2,400	3,000			
II-B	LONG RANGE TRANSPORTATION PLANNING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-3	Travel Model Updates	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	-	-	-	2,000	-	8,000	10,000			
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-5	Forecast of Data to Horizon Year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-6	Community Goals & Objectives	2,000	8,000	10,000	-	-	-	400	400	3,200	4,000	-	-	400	11,200	-	2,400	400	11,200	14,000			
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
II-B-8	Capacity Deficiency Analysis	200	800	1,000	-	-	-	-	-	-	-	200	-	-	800	1,000	-	-	800	1,000			
II-B-9	Highway Element of the LRTP	4,800	19,200	24,000	-	-	-	-	-	-	-	4,800	-	-	19,200	24,000	-	-	19,200	24,000			
II-B-10	Transit Element of the LRTP	400	1,600	2,000	-	-	-	400	400	3,200	4,000	800	400	400	6,000	-	800	400	4,800	6,000			
II-B-11	Bicycle & Ped. Element of the LRTP	4,000	16,000	20,000	-	-	-	-	-	-	-	4,000	-	-	16,000	20,000	-	-	16,000	20,000			
II-B-12	Airport/Air Travel Element of LRTP	1,000	4,000	5,000	-	-	-	-	-	-	-	1,000	-	-	4,000	5,000	-	-	4,000	5,000			
II-B-13	Collector Street Element of LRTP	400	1,600	2,000	-	-	-	-	-	-	-	400	-	-	1,600	2,000	-	-	1,600	2,000			
II-B-14	Rail, Water or other mode of LRTP	500	2,000	2,500	-	-	-	-	-	-	-	500	-	-	2,500	-	-	-	2,000	2,500			
II-B-15	Freight Movement/Mobility Planning	600	2,400	3,000	-	-	-	-	-	-	-	600	-	-	2,400	3,000	-	-	2,400	3,000			
II-B-16	Financial Planning	400	1,600	2,000	-	-	-	800	800	6,400	8,000	1,200	800	800	10,000	-	1,200	800	8,000	10,000			
II-B-17	Congestion Management Strategies	3,000	12,000	15,000	-	-	-	-	-	-	-	3,000	-	-	12,000	15,000	-	-	12,000	15,000			
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
III-A	PLANNING WORK PROGRAM	224	896	1,120	-	-	-	-	-	-	-	224	-	-	896	1,120	-	-	896	1,120			
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		600	2,400	3,000	-	-	-	-	-	-	-	600	-	-	2,400	3,000	-	-	2,400	3,000			
III-C	CVL RGTS, CMP./OTR, REG. REQS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
III-C-1	Title VI	100	400	500	-	-	-	800	800	6,400	8,000	900	800	800	6,800	8,500	-	-	6,800	8,500			
III-C-2	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	-	400	-	-	1,600	2,000	-	-	1,600	2,000			
III-C-3	Minority Business Enterprise	100	400	500	-	-	-	800	800	6,400	8,000	900	800	800	6,800	8,500	-	-	6,800	8,500			
III-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	-	50	-	-	200	250	-	-	200	250			
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
III-C-6	Public Involvement	1,000	4,000	5,000	-	-	-	800	800	6,400	8,000	1,800	800	800	10,400	13,000	-	-	10,400	13,000			
III-C-7	Private Sector Participation	250	1,000	1,250	-	-	-	-	-	-	-	250	-	-	1,000	1,250	-	-	1,000	1,250			
III-D	INCIDENTAL PLNG./PROJECT DEV.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
III-D-1	Transportation Enhancement Plng.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400	500	-	-	-	-	-	-	-	100	-	-	400	500	-	-	400	500			
III-D-3	Special Studies: Staff Time - Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	-	8,000	10,000	-	-	8,000	10,000			
III-D-3	Special Studies: Staff Time - Pendler County Roadway Safety Audit	-	-	-	4,000	16,000	20,000	-	-	-	-	4,000	-	-	16,000	20,000	-	-	16,000	20,000			
III-D-3	Special Studies: Consultant - Navassa Collector St.	-	-	-	15,000	60,000	75,000	-	-	-	-	15,000	-	-	60,000	75,000	-	-	60,000	75,000			
III-D-3	Special Studies: Consultant - N Brunswick County Transit Study	-	-	-	20,000	80,000	100,000	-	-	-	-	20,000	-	-	80,000	100,000	-	-	80,000	100,000			
III-D-3	Special Studies: Consultant - Kure Beach Bike Plan	-	-	-	5,000	20,000	25,000	-	-	-	-	5,000	-	-	20,000	25,000	-	-	20,000	25,000			
III-D-4	Regional or Statewide Planning	1,000	4,000	5,000	-	-	-	-	-	-	-	1,000	-	-	4,000	5,000	-	-	4,000	5,000			
III-E	MANAGEMENT & OPERATIONS	53,027	212,106	265,133	93,773	375,091	468,864	4,137	4,135	33,085	41,357	150,936	4,135	4,135	620,283	775,354	-	-	620,283	775,354			
III-E	Management & Operations: Staff Time - TDM Program	-	-	-	14,490	57,960	72,450	-	-	-	-	14,490	-	-	57,960	72,450	-	-	57,960	72,450			
TOTALS		\$92,801	\$371,202	\$464,003	\$168,462	\$673,852	\$842,314	\$9,337	\$9,335	\$74,685	\$93,357	\$270,600	\$9,335	\$9,335	\$1,119,739	\$1,399,674							

Anticipated DBE Contracting Opportunities for FY 2022

Name of MPO: Wilmington Urban Area MPO

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies: Navassa Collector St.	City of Wilmington	Consultant	\$60,000	\$75,000
III-D-3	Special Studies: N Brunswick County Transit Study	City of Wilmington	Consultant	\$80,000	\$100,000
III-D-3	Special Studies: Kure Beach Bike Plan	City of Wilmington	Consultant	\$20,000	\$25,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2022 UNIFIED PLANNING WORK PROGRAM
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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

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

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

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2021-2022.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2021-2022 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021.

I, David Piepmeyer, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 31st day of March, 2021.

David Piepmeyer, Chair

Subscribed and sworn to me this the _____ day of _____, 2021.

Notary Public

My commission expires _____

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

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

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

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

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Metropolitan Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 31st day of March, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

February 17, 2021

Mike Kozlosky
Mike.Kozlosky@wilmingtonnc.gov

Dear Mr. Kozlosky,

Division 3 would like to request additional DA funds for the installation of the signal and pedestrian improvements at US 421/Lake Park Blvd and Hamlet in Carolina Beach (WBS 48929.3.1). This project was originally awarded in 2019 and then put on hold per NCDOT's efforts to restore their cash balances. Upon the project being reinstated earlier this year, it was determined an increase of \$44,000.00 is needed to cover the cost of the installation. This increase is due to the signal on-call contract being relet and as a result increased line item costs, as well as additional concrete work that is now required because the Town has done some work on their street that removed the natural ground where we need to place some of our signal equipment.

The Division requests \$35,200.00 be awarded in DA funds. If awarded, the Division agrees to contribute the 20% local match of \$8,800.00.

Thank you for your consideration of this request.

Sincerely,

DocuSigned by:
Chad Kimes
356DD1D31BF34EC...

Chad Kimes
Division Engineer

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE FUNDS
TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR THE US 421/LAKE PARK
BOUELVARD AND HAMLET AVENUE TRAFFIC SIGNAL (U-6233)**

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 FY 2020 STBGP-DA funds to the US 421/Lak Park Boulevard and Hamlet Avenue traffic signal; and

WHEREAS, due to NCDOT cash balances the project was put "on hold"; and

WHEREAS, upon the project being reinstated, it was determined an increase of \$44,000.00 is needed to cover the cost of the installation; and

WHEREAS, the North Carolina Department of Transportation requested \$35,200 be provided in DA funds and commits the 20% local match in the amount of \$8,800.

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 \$35,200 to the North Carolina Department of Transportation for the US 421/Lake Park Boulevard and Hamlet Avenue traffic signal project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

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</u> <u>DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED</u> <u>MOBILITY DIVISION</u>	CAPITAL	FY 2022 - \$188,000 (S) FY 2022 - \$188,000 (L) FY 2022 - \$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</u> <u>DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED</u> <u>MOBILITY DIVISION.</u>	OPERATIONS	FY 2022 - \$2,106,000 (L) FY 2022 - \$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</u> <u>DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED</u> <u>MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2022 - \$892,000 (S) FY 2022 - \$2,676,000 (L) FY 2022 - \$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</u> <u>DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF INTEGRATED</u> <u>MOBILITY DIVISION.</u>	OPERATIONS	FY 2022 - \$817,000 (L) FY 2022 - \$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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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: Scott A. James, PE, Senior Project Engineer, WMPO
Regina Hopkins, Senior Accountant, WMPO

Date: March 8, 2021 - **REVISED**

Subject: STBGP – DA response to FY21 Call for Projects

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. Each state is apportioned STBGP funds for the state's entire Federal-aid system, and a portion the FAST Act allocates STBGP funds directly to Metropolitan Planning Organizations (MPO) that are designated as a Transportation Management Area (TMA). STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

On October 1, 2020, the President signed a continuing resolution authorizing a one year extension to the Fixing America's Surface Transportation (FAST) Act. This extension provides for funding thru the federal fiscal year 2021 and thereby makes eligible funds from the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. Due to the short term extension, the funding will be awarded in one allocation.

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) receives a direct allocation of STBGP funding annually. This direct allocation is referred to by the WMPO as Surface Transportation Block Grant Program Direct Attributable (STBGP-DA). All projects requesting STBGP-DA funds must submit a formal funding request. A competitive process is used to determine which projects are funded.

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

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

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

On November 23, 2020, the WMPO issued a call for projects for the 2021 Fiscal Year (FY21). The call was sent to all member jurisdictions with a submittal deadline of Friday, February 5, 2021. The deadline for submittals was subsequently extended to February 25, 2021 to allow additional time for applicants.

In response the following applications were received:

New Hanover County

Middle Sound Loop Connector Construction & Porters Neck Walmart Connector Construction

Total project cost: \$691,481

Requested DA funding: \$553,472

Cape Fear Public Transportation Authority (WAVE)

Automatic Passenger Counter Technology Solution for Public Transportation Services

Total project cost: \$200,000

Requested DA funding: \$160,000

North Carolina Ports Authority (NC Ports)

Port of Wilmington – North Gate (feasibility study)

Total project cost: \$312,500

Requested DA funding: \$250,000

After review of the subject applications, staff proposes bringing the projects before the TCC and WMPO Board meetings in March with a recommendation to award the requested funds.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF THE FY 2020-2021 SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM - DIRECT ATTRIBUTABLE FUNDS**

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 Highway Administration (FHWA) designated the Wilmington Urban Area Metropolitan Planning Organization as a Transportation Management Area (TMA); and

WHEREAS, on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133; and

WHEREAS, on October 1, 2020, the President signed a continuing resolution authorizing a one year extension to the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, this extension provides for funding thru the federal fiscal year 2021 and thereby makes eligible funds from the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133; and

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization issued a call for projects and received three (3) submittals for STBGP-DA funds from the MPO's member agencies; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has reviewed the project submittals.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of the FY 2020-2021 STBGP-DA funds to New Hanover County for Middle Sound Loop Connector and Porters Neck Walmart Connector (\$553,472), the Cape Fear Public Transportation Authority (WAVE) for the Automatic Passenger Counters (\$160,000), and the North Carolina Ports Authority for the North Gate Feasibility Study (\$250,000) projects.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



305 Chestnut Street
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MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: March 24, 2021

SUBJECT: COVID- Direct Attributable Funding

The Coronavirus Response and Relief 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 States Code (U.S.C.) (and such other purposes as specified in the CRRSAA). The Wilmington Urban Area Metropolitan Planning Organization is the recipient of a COVID Direct Attributable funding allocation in the amount of \$1,333,044.90.

The funds resulting from this aforementioned apportionment are available for obligation until September 30, 2024 with any amounts not obligated on or before September 30, 2024, shall lapse. In addition, the Federal share payable shall be up to 100 percent.

On March 17, 2021 the TCC discussed if the federal share should be payable at 100% as the legislation allows or 80% which is consistent with our existing Surface Transportation Block Grant and Transportation Alternative Set Aside Direct Attributable funding programs. The consensus of the TCC was for the funds to be 100% payable. Following direction from the Board on the payable amount, staff will then work with the TCC/Board to develop the call for projects and establish the selection criteria for how these funds will be made available to the MPO's members.

Memorandum

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

Date: February 24, 2021

From: /s/ original signed by

Reply to Attn. of:
HISM-10

Hari Kalla
Associate Administrator
Office of Infrastructure

Brian R. Bezio
Chief Financial Officer

To: Division Administrators
Directors of Field Services

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

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

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

Attachment

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

Implementation Guidance (February 24, 2021)

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

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

I. General

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

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

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

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

II. Funding Distribution and Transfers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: March 26, 2021

SUBJECT: Surface Transportation Legislation (Earmarks)

As the House Committee on Transportation and Infrastructure prepares to advance surface transportation authorization legislation this spring, Committee Chair Peter DeFazio (D-OR) and Chair of the Subcommittee on Highways and Transit Eleanor Holmes Norton (D-DC) announced the Committee will provide an opportunity for Members of Congress to submit requests for highway and transit project designations.

The Committee will require all Member submissions to include the following information for each project requested:

- Documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable
- Sources of funding for the full share of the cost of the project beyond the amount requested
- Letter(s) of support from the State department of transportation, or local government, transit agency, or other non-Federal sponsor
- A description of the process that has been or will be followed to provide an opportunity for public comment on the project
- Project phase (e.g. Planning, Final Design, Construction)
- NEPA category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)
- Status of environmental review
- Whether the project has received Federal funding previously, and if so the source and amount
- Certification that the Member, their spouse, and other immediate family members do not have a financial interest in the project

Wilmington Urban Area Metropolitan Planning Organization

The Committee will also hold a Member Day hearing on April 14, 2021 to receive testimony from Members of Congress about their policy priorities. Information provided by the Association of MPOs on March 25th indicated that the committee will be accepting submissions from April 1 to April 16.

Based on discussions with the North Carolina Department of Transportation, it is strongly recommended that if any earmarks are pursued that these earmarks be applied to existing State/MPO Transportation Improvement Program projects. A discussion will be held at the MPO Board meeting to determine if there is a desire to pursue any earmarks for the Wilmington region.

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STIP MODIFICATIONS

* HO-0002C BRUNSWICK COLUMBUS ROBESON PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON. INSTALL BROADBAND. <u>ADD CONSTRUCTION IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u>	CONSTRUCTION	FY 2021 - FY 2021 - FY 2022 - FY 2022 - \$10,456,000	\$4,705,000 (HSIP) \$523,000 (S(M)) \$4,705,000 (HSIP) \$523,000 (S(M))
* HO-0002D ANSON BRUNSWICK COLUMBUS RICHMOND ROBESON SCOTLAND UNION PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION - ROCKY RIVER RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING. <u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED DUE TO AWARD OF FEDERAL INFRA GRANT (REPRESENTED BY DP FUNDS).</u>	CONSTRUCTION	FY 2023 - FY 2023 - \$2,200,000	\$1,760,000 (DP) \$440,000 (S(M))

**WILMINGTON URBAN AREA
MPO
March 2021**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

- Launch of 4-week public input survey on 3/8/21
- Hold Initial steering committee meeting week of March 15th
- Final plan recommendations by June 30th, 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: 3 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 4 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: 11 total (11 on-going; 2 new): New Hanover County 2, City of Wilmington 0, Carolina Beach 0, Town of Leland 3, Town of Navassa 0, Pender County 5 (2 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: 59 reviews (10 new, 49 on-going)
- City of Wilmington Informal Reviews: 25 reviews (6 new, 19 on-going)
- City of Wilmington Concept Reviews: 1 reviews (1 new, 0 on-going)
- COW Project Releases: 8 released

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Project is ready for bidding and construction. Plans and PCE have been approved. The contract documents have been approved.
- Additional funding was approved by the MPO Board in May 2020
- A RFQ was advertised for CEI services and a firm was selected.
- CEI has been approved by NCDOT
- NCDOT has asked that 2 documents be updated and resubmitted
- Anticipated bidding in early 2021.

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

U-6234 MULTI-MODAL PHASE 1 B

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

Project Status and Next Steps:

- City Council approved a request for additional funds at their February 2nd meeting
- 90% design documents provided February 19, 2021
- Additional funds are being requested from the MPO Board on February 24th to cover increased estimated costs of construction
- Design documents under review by CoW and NC DOT

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
- Design expected to start in April lasting through October.

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

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

Project Status and Next Steps:

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

TASA-DA**U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE**

SOUND VILLAGE

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

Project Status and Next Steps:

- Construction survey underway
- Construction underway- clearing, grading & stabilization

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Project Status and Next Steps: Initiatives

1. Be A Looker

- a. Go Coast created the “Be A Looker” bicycle and pedestrian safety education campaign in 2019. Be A Looker is a high level marketing campaign that incorporates a variety of outreach tactics to educate drivers, cyclists, and pedestrians on how to be vigilant on the roadway.
- b. The Go Coast committee has recommended to hold this campaign every other year. Preliminary planning for in-person safety programming with the Wilmington Fire Department has begun.
- c. Member jurisdictions are encouraged to request Go Coast to assist in the coordination of in person Be A Looker programs
- d. Be A Looker images will be on digital billboards in Wilmington during the month of March
- e. <https://www.gocoastnc.org/bealooker/>

2. Go Coast Commuter Challenge Sub-Committee

- a. Go Coast has formed a sub committee comprised of committee members from the Bicycle and Pedestrian Advisory Committee and the Go Coast Committee
- b. This sub-committee will explore opportunities to improve the annual Commuter Challenge event and increase participation

3. 31st Annual River to Sea Bike Ride

- a. The Bicycle and Pedestrian Advisory Committee has recommended to postpone the River to Sea Ride until the fall

4. Wilmington Bicycle Friendly Community Taskforce

- a. Go Coast is leading a taskforce to evaluate the report card provided in the League of American Bicyclists’ bicycle friendly community application as well as other opportunities for improvement identified by the group.
- b. the Bicycle Friendly Community Taskforce met in February and developed a small list of action items to begin working on. This taskforce will meet quarterly.

5. Short Range TDM Plan Update

- a. The final Draft of Cape Fear Change in Motion 2020 was approved by the Go Coast Committee in the February 2021 meeting
- c. This draft plan will be presented to the WMPO Board in March and considered for adoption in April 2021.

6. Micro Mobility

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

7. Ordinance Review

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

8. Bicycle Suitability Map Update

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

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



Cape Fear Public Transportation Authority

Project Update

March 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.

To ensure barriers, including lack of transportation, do not prevent individuals from getting vaccinated, DHHS and DOT are distributing Coronavirus Relief Funds to local transit agencies to provide access to and from COVID-19 vaccine sites for North Carolina residents. Anybody traveling to and/or from a North Carolina vaccine provider is eligible for transportation to designated vaccination sites within New Hanover County for the purpose of receiving a COVID-19 vaccine or assisting someone who is receiving a COVID-19 vaccine.

Upon securing an appointment, residents can contact the Authority directly to schedule transportation services. As of Friday, March 5, 2021, the Authority has performed 157 trips to and/or from vaccination distribution sites to members of our community. Transportation offerings, as referenced, will continue with each phase of the vaccination distribution plan or until further notice. 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 8, 2021, 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. Details regarding service revisions included in the network redesign, instructions on how to submit feedback, and a calendar of public engagement opportunities

can be found on the project page of the Authority's website: <https://www.wavetransit.com/system-network-redesign-2021> or through public information tables located in the lobby at Forden and Padgett Stations. Details on public hearings or town hall events scheduled within the public comment period and a tailored survey effort are forthcoming and will be advertised through the Authority's website: <https://www.wavetransit.com>, on the vehicles, and social media platforms, Facebook and Twitter: **WavetransitILM**, in the coming weeks. The revised network is slated for implementation on August 15, 2021.

Projects in Development

Projects in Development						
Project Manager	Contract Typ	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
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	New Hanover/ Pender	Y Y 1/18/2022
Central	Raleigh	15BPR.26	WMPO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y Y 1/18/2022
Milke Bass	DPOC	U-5710A	WMPO	(Eastwood Road)	New Hanover	Y Y 1/20/2022
Ron Vancleef	LAP	U-6233	WMPO	US 421 and Hanlet Avenue in Carolina Beach Signal Installation and Pedestrian Improvements	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 4/24/2022
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	6/24/2022
Rail Division	Rail	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover	6/30/2022
Eric Murray	DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover	7/7/2022
Ron Vancleef	LAP	U-5534C	WMPO	Greenville Ave form Wrightsville Avenue to Hinton Avenue	New Hanover	7/7/2022
TBD	DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and	New Hanover	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	1/24/2025
Lydia	DDRL	I-6039	WMPO	I-40 Pavement rehab from Millemarker 420 to NC 210	New Hanover, Pender	4/15/2025
Milke 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

Project Manager		Contract Typ	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Brian Harding		DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover			6/15/2027
Brian Harding		DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover			5/16/2028
Krista Kimmel		DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover			6/20/2028
Brian Harding		DDRL	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover			7/18/2028
Trace Howell		DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender			9/19/2028
Lydia		DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	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
None		DDRL	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover			PY
Krista Kimmel		DPOC	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover			PY
Trace Howell		DDRL	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover			PY
Trace Howell		DDRL	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover			PY
Brian Harding		DPOC	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover			PY
Jessi Leonard		CSF	W-5703P	WMPO	US 17 and Ploof Rd/Olde Waterford Way	Brunswick		Y	TBD

PE Work Continuing

3/8/2021

WMPO

Caitlin Marks

910-341-2001

cmmarks@ncdot.gov

Date Completed:

PO:

Contact:

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
C204203	Alex Stewart	HVBP	New Hanover	Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor	Mar-21	100.00%
DC00268	TBD	I-5760A	New Hanover		Jan-21	85.42%
DC00265	TBD	N/A	Duplin, New Hanover, Pender	Long Line Pavement Marking	Nov-21	100.00%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22	45.00%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	37.13%
TBD	Alex Stewart	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD	TBD
TBD	Alex Stewart	HVBP	New Hanover		TBD	TBD
TBD	Alex Stewart	HVBP	New Hanover		TBD	TBD
DC00290	Dan Cumbo		New Hanover		Jul-21	83.30%
DC00291	Dan Cumbo		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	6.74%

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes		Estimated Completion
C204135	2018	/ Hanover/Brunswick	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)		Jan-21
DC00294	2021	New Hanover	Lydia McKeel		WMPO				March 15 Availability



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 2021

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

MARCH TPD UPDATES WILMINGTON MPO

MARCH 2021

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

Brunswick County Comprehensive Transportation Plan (CTP): We have officially started the Brunswick County CTP. The last meeting was a review meeting on 2/11/2021 where the committee went over several items:

- Base Year Review Meeting
- Survey Outreach

Our next meeting is on March 11, 2021 where we will be reviewing FY Highway Network.

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

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