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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: August 19, 2021
SUBJECT: August 25th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, August 25, 2021 at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street 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://us06web.zoom.us/j/91789885982?pwd=TUNQUTZwTld6RWtHbndmQmNHeVFmdz09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646-558-8656. And when prompted, enter:

Meeting ID#: 917 8988 5982

Passcode: 464328

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

The following is the agenda for the meeting:

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

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on August 24, 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. NCDOT Rail Division Update- Jason Orthner, NCDOT

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

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- b. NCDOT Programming Challenges- Chad Kimes, NCDOT
 - 7) Consent Agenda
 - a. Approval of Board Meeting Minutes from July 28, 2021 (p. 3-14)
 - b. Resolution approving 2020-2029 STIP/MPO TIP Amendment# 21-4 (p. 15-16)
 - c. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-6 (p. 17-18)
 - d. Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-7 (p. 19-42)
 - 8) Discussion
 - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-8 (p. 43-44)
 - b. Prioritization 6.0 (p. 45)
 - c. Remote Participation Policy and Procedure (p. 46-49)
 - 9) Updates
 - a. Wilmington Urban Area MPO (p. 50-56)
 - b. Cape Fear Public Transportation Authority (p. 57-58)
 - c. NCDOT Division (p. 59-61)
 - d. NCDOT Transportation Planning Division (p. 62-63)
 - 10) Strategic Planning Exercise (p. 64-80)
 - 11) Next meeting – September 29, 2021

Attachments

- MPO Board Meeting Minutes- July 28, 2021
- Proposed 2020-2029 STIP/MPO TIP Amendment# 21-4
- Resolution approving 2020-2029 STIP/MPO TIP Amendment# 21-4
- Proposed 2020-2029 STIP/MPO TIP Amendments #21-6
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications #21-7
- Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-7
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-8
- Prioritization 6.0 Memorandum
- Draft Remote Participation Policy and Procedure
- Wilmington Urban Area MPO Project Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Division Project Update (August)
- NCDOT Transportation Planning Division Project Update (August)
- MPO Strategic Plan Survey Results



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

MPO Board Meeting Minutes

Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C.

Wednesday, July 28, 2021

Members Present (In-Person)

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

Others Present (In-Person)

Nick Cannon, Go Coast TDM Program Coordinator,
WMPO
Mike Kozlosky, Executive Director, WMPO
Chad Kimes, Division Engineer, NCDOT
Abby Lorenzo, Deputy Director, WMPO
Caitlin Marks, Planning Engineer, NCDOT
Matt Nichols, MPO General Counsel
Aubrey Parsley, Rail Realignment Director, City of
Wilmington
Rodger Rochelle, Chief Engineer, Innovative Delivery,
NCDOT Turnpike Authority

1) Call to Order

Vice Chair Hank Miller called the meeting to order at 3:05 p.m.

2) Conflict of Interest Statement

Vice-Chair Miller read the conflict-of-interest statement. He 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 said that Chairman Piepmeyer has requested to be excused from this meeting.

Mr. Zimmer made a motion to excuse Mr. Piepmeyer from the meeting, seconded by Ms. Hays and the motion carried unanimously.

4) Approval of the Agenda

Mr. Kozlosky requested two modifications for the MPO Board to consider. He recommended moving Item 6, Closed Session, to after Item 10, Discussion, and to pull Item #8e, Resolution approving the MPO's Local Input Methodology for Prioritization 6.0 (P6.0), from the Consent Agenda. He noted that the P6.0 workgroup met last week, and based on NCDOT's programming constraints, the workgroup recommended not moving forward with Prioritization 6.0. He added that the recommendation will be presented to the Board of Transportation's (BOT) at their August 4, 2021 meeting for consideration, and recommended not moving forward without direction from the BOT.

Vice-Chair Miller explained that the scheduling of any closed session had been moved recently to the start of the MPO Board meetings in consideration of the MPO Board's general counsel.

Mr. Williams made a motion to approve the meeting agenda as amended.

Mr. Kozlosky informed the Board that Attorney Matt Nichols has advised that a roll call vote be taken for all of the votes since the meeting was advertised as a remote meeting, even though all members are present in person.

Mr. Nichols said that some attendees are listening online, and the meeting was advertised as remote. In an abundance of caution, all votes should be taken by roll call.

For the approval of Board Members' excused absences, the motion carried unanimously by roll call as follows:

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

For the approval of the agenda with the subsequent changes, Mr. Williams reiterated his motion to approve the agenda as amended, seconded by Mr. Anderson, and the motion carried unanimously by roll call as follows:

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

5) Public Comment Period

Mr. Kozlosky said that, per the public notice, the MPO received 19 public comments before 5:00 p.m. yesterday, which he will read into the record. He added that the public comment period, per the Rules of Procedure, is three minutes per person for a total of 15 minutes. However, with a vote of the Board, the public comment segment can be extended beyond the 15 minutes. He pointed out that with the 19 comments received the period may need to be extended.

Ms. Bozeman made a motion to waive the rules to allow for public comments to extend beyond the 15-minute time allotment. Mr. Zimmer seconded the motion and it carried unanimously by roll call as follows:

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

Mr. Kozlosky read the comments that were received via email or phone message as follows:

1. Judy F. Larrick, Kure Beach: "I am adamantly opposed to private development and toll charges on the Cape Fear Memorial Bridge (CFMB). I have lived in the Wilmington, New Hanover County, Kure Beach, area for over 40 years, and in all those years I have seen constant discussions of replacement of the bridge. The latest being 2019 and yet again after spending thousands on studies and routes, DOT, elected officials, and WMPO threw in the towel and quit. It is never going to get cheaper, the proposed routes continue to see increased development, and maintenance increases and fees continue to get more expensive. Incompetence and politics continue to drive the narrative with never a solution. Private funding and toll charges are not a solution. We can see the effects of private development in New Hanover County that have been solely driven by making money with results of major loss of our tree canopy, apartments, and housing everywhere, car washes and shopping centers on every corner, and increased traffic on all our roads with no plans in sight for relief. It's time for officials to look after the citizens and their best interests, not the developers. It's our citizens who have to travel this bridge to/from work daily increasing our costs in addition to taxes we already pay. How did the Ocean Isle and Surf City Bridges get built quickly with DOT public funds, yet Cape Fear Memorial Bridge constantly gets shoved to the side? The bypass around Hampstead has been delayed so often it's now a joke. Funds are now flowing to the state and counties, with the state having major surplus funds. Officials certainly moved fast to sell New Hanover Regional Medical Center (NHRMC) hospital for major dollars, so those funds should provide a source. Plus, with proposed federal infrastructure bills, officials need to work to secure funding for Cape Fear Memorial Bridge from those sources as well. It's time to work for the people, not developers. The bridge must be replaced with public funds and delays are now inexcusable."
2. Jim Downey, Wilmington: "My comment is "no" toll bridge for our region. This new bridge should be covered under a federal infrastructure plan. Local residents should not be paying for this."
3. Kaari Snook: "Although I would prefer to have a toll-free bridge, tolls may be the lesser of two evils. I certainly do not want to wake up to the news that there was a bridge collapse. If "we the people" need to, I hope we can compromise on the toll bridge solution. Better would be mobilizing the funds from elsewhere, of course. But if this option is not possible, I'll hear y'all out as to why. Thank you for all you do with little fanfare but much complaining from "we the people."

4. Marilyn Priddy, Shallotte (first three-minutes of a four-page letter): "Dear WMPO Board members: Thank you for the opportunity to comment on the recent unsolicited proposal to replace the Cape Fear Memorial Bridge with a toll bridge. I live in Shallotte, NC, and am including concerns and suggestions from several discussions with friends and neighbors. Of course, most Brunswick County (BC) residents will agree with NCDOT's plan to replace the aging Cape Fear Memorial Bridge. The bridge is a vital link between Wilmington in New Hanover County (NHC) and BC whose residents provide labor and customers to counties north of us. It is also a primary route hundreds of thousands of visitors take every year to enjoy our beautiful beaches, a primary driver of the region's economy, especially in BC. Taking the time needed to plan, design, and construct this replacement seems reasonable considering that the current structure is not in jeopardy of imminent failure. A proposal to do this in five years does not seem reasonable. This is an opportunity to get it right. We encourage NCDOT to include design accommodations for either a light rail or an autonomous mass transit connection between NHC and BC in the design of a new bridge. We hope that you also extend a mass transit and pedestrian connection to our famous Battleship Park, which is a wonderful tourist destination for the entire region. We also feel that it will be crucial to coordinate early and often with NHC's rail realignment project so that both projects could move along with the minimum amount of planning, design, and construction interference. We encourage our political leaders to consider alternatives rather than explore this unsolicited proposal any further. Maybe this unidentified company who offered to replace the Cape Fear Memorial Bridge with a toll bridge could give us a revised "unsolicited proposal" for a toll bridge that connects Independence Boulevard in NHC to Daws Creek Road in BC where there is already a great stretch of right-of-way road that connects directly to Highway 17. Maybe this revised proposal could offer that the tolls from this new crossing could also be used to fund the planning, design, construction, and 50-year operation and maintenance for the new Cape Fear Memorial Bridge. It is also an opportunity to get it wrong: We are concerned that further exploration of the unsolicited proposal as suggested by the BC Commissioners is not in our best interests. We are already facing skyrocketing water rates due to corporate malfeasance. We pay federal, state, and local taxes and do not expect to pay another toll to conduct business, work, play, go to medical appointments, and enjoy all the amenities in NHC. Many BC residents and retirees are on a fixed income. I have talked to several BC residents who said they would drive to Myrtle Beach rather than pay a toll. Many of those who are working are financially stressed and in a very vulnerable position, often working multiple part-time jobs while trying to raise a family and pay their bills. Limited housing and working options require them to spend a significant amount of time crossing back and forth across the Cape Fear Memorial Bridge. The last thing these workers need is the additional burden of a toll..."
5. Charlesron Jones: "I believe there should not be a toll bridge in our area. Our area is a small place, the people here are not in a position to pay going and coming home from work, shopping or just out with family or friends. I'm certain that knowing our bridge was bought used and in due time we'd have to replace it. With our tax dollars going towards our roads and bridges, our government shouldn't be asking us for more. With that being said, we shouldn't have to pay any more then what we have already paid into our state and local taxes as well as our lottery!"
6. Gail Cole: "I absolutely oppose a toll bridge for Wilmington. That bridge benefits the entire state. The Port is a very heavy user. That cost should not be put on the backs of greater Wilmington residents. Leland would bear the heaviest cost as we frequently go into Wilmington for work, shopping, dinner, theater, and beaches."
7. Heather Kreidler: "In regards to the proposed toll bridge, please do not move forward with considering a toll bridge. People that live in Leland and need to commute to Wilmington would be unfairly impacted by this. Had we known that was a possibility we would not have bought a house here, and now that we have, with the rising costs of everything, it's not possible to move again. And many people just cannot afford any type of additional expenses right now. My babysitter also comes from Wilmington and she would not be able to afford the extra cost either (or extra gas and time required to go the other way), which means it would become even harder than it already is to find a good reliable babysitter. So please don't put the overwhelming cost of this onto the residents that need to take the Memorial Bridge on a daily basis to get to work or school. Thank you for your consideration."

8. Brian Kreidler: "Good Morning. Please vote against considering the unsolicited toll bridge proposal. The best solution is to have NCDOT plan for funding of the replacement bridge. There may also be an avenue for federal funding assistance in lieu of handing over the bridge to a private entity. The residents of Brunswick and New Hanover counties should not bear the burden of infrastructure replacement costs only to have a private company profit off the tolling from the bridge. In lieu of considering this unsolicited proposal, please consider adding a new Cape Fear River crossing, which would increase the attractiveness of the ILM Port."
9. Robin Thompson: "My name is Robin Thompson. I grew up in Columbus County, lived in New Hanover County for 25 years and now live in Brunswick County for four years. I work in Wilmington, shop in Wilmington, as well as have family in Wilmington including my son and grandchildren so I come across the bridges every day and have been for years. I don't think that everything should be free, and I know that everything has to be paid for, but I have the following issues with the toll bridge:
 1. The lack of transparency and that we are being told the bridge has reached the end of its life but there's been no advance planning for this, and this proposal was completely unsolicited.
 2. How much is the toll amount that's being proposed?
 3. How long will these amounts be held before they can be increased? How often can they be increased, at what percentages and at what amount does the toll cap out?
 4. Where's the data of the average number of cars that cross the bridge daily times the projected revenue that could be realized?
 5. Who is responsible for maintenance and repairs?
 6. Does the state ever gain ownership of the bridge or is our state going to give private enterprise control over the main gateway into Wilmington?

There are too many unanswered questions and I fear this is going to be very similar to the deal to sell the hospital that went from "just a discussion phase" to sold in record time. Thank you for your time."

10. Justin Welton: "Hello. No on the toll. You have many teachers, first responders, healthcare workers, etc. in Brunswick County who travel into town for work and you're punishing people who already don't make enough money by crushing them every workday. Shame on you for even considering this."
11. Esther Murphy: "No tolls on roads or bridges. Very bad idea to put tolls roads in this region."
12. Natalie Hinton-Stalling: "I wish to make you aware of the need to not create a toll for the bridge here in our area. I do understand and agree this bridge should be replaced but not at the expense of working-class people that use it daily. Thank you for considering not placing another burden on the citizens in the Cape Fear region."
13. Ellie Kline, phone message: She is very much against the toll bridge. She also asked that the commissioners save the library and museum in its current location while continuing with Project Grace.
14. Chris: "No toll bridge for Wilmington. This is a tax on its citizens and a burden on those who least can afford it. No toll bridge."
15. Dorian Cromartie: "I'm not in favor of the bridge at all. This is Dorian Cromartie."
16. Diane Emerson: "Please know that I vote no for a toll bridge. Thank you."
17. Carl Parker: "I am the president of the BC-NAACP Branch Unit 5452, we must ask ourselves are we retrogressing back to the 1700-1800 when toll barge was the way. The toll bridge is a form of separation of the haves and have nots. This ideal should be put away. 200% not good for people."
18. Karlene Hall, phone message: She said she hopes and prays we won't have to pay each time we want to cross the bridge.
19. Scott Rayermer: "Greetings, I am a Brunswick County resident. Recognizing the importance of replacing the Memorial Bridge, I do not support the exploration of a toll bridge whether privately developed or public. A toll is simply a tax on Brunswick County residents that work and do business in New Hanover along with our visitors. New Hanover and Pender County residents will minimally be affected at best. I sense the privately developed option must be attractive for it to be brought to the forefront. Realistically my best guess is the privately developed bridge may be completed before 2030. I believe a public funded replacement wouldn't be far behind - maybe 2035, 2037, 2040. By necessity a public

funded bridge replacement project will likely be moved up inside or outside the normal DOT project budgeting processes. Respectfully.”

Mr. Kozlosky added there are additional public comments from those who have signed up to speak in-person today.

Philip White, Sunset Park, Wilmington, spoke to the MPO Board in-person regarding the public-private partnership proposal to replace the Cape Fear Memorial Bridge. He commented that a toll bridge would drive a large percentage of traffic to the Isabel Holmes Bridge, which would create traffic jams and increase deterioration of roads in downtown Wilmington and historically black neighborhoods. More important than the civil planning aspect or the detriment to local businesses, is the impact to residents in Wilmington and the surrounding areas who are already financially burdened, and the toll could be the last straw for them. He questioned why this is the only unsolicited proposal in the entire state. He requested that the Board vote “no” today.

Bill McHugh, Leland, spoke to the MPO Board in-person in opposition to a toll bridge and the people having to pay for a quick and easy solution. He pointed out that considering a toll bridge on the cusp of a federal infrastructure bill is premature. He added that the resulting traffic congestion and impact to the Isabel Holmes Bridge and infrastructure in downtown Wilmington will detract from the allure of Leland and northern Brunswick County as one of the fastest growing areas in the state. It will also impact the critical route to Novant and NHRMC for patients and providers at a time when hospital staffing is a challenge nationwide. He spoke in favor of seeking state and federal dollars for this project instead.

Former MPO Board Member Pat Batleman, Leland, spoke to the MPO Board in-person in opposition to the unsolicited proposal. She commented that it will crush economic vitality, impact quality of life, corrupt efforts for system integration, and negatively transform transportation accessibility into a labyrinth of gridlock nightmare. She expressed concerns regarding the impact to alternative routes such as the Isabel Holmes Bridge, and the congestion that will occur during the bridge replacement. She commented that this is a flawed idea and that the bridge replacement should be placed at the top of prioritization as it should have been years ago.

Bob Corriston, Leland, spoke to the MPO Board in-person in opposition to the unsolicited proposal. He commented that he is familiar with tolls from his home state. He noted that the Garden State Parkway was built in 1927 and the tolls never went away. He requested that the Board vote against this proposal.

Andy Koeppel, Wilmington, spoke to the MPO Board in-person. He commented that although the unsolicited proposal appears to be dead on arrival, he encouraged continued discussions about all the options with NCDOT regarding capacity and the possibility of a southern crossing.

Former Wilmington Mayor Spence Broadhurst, Wilmington, spoke to the MPO Board in-person in opposition to this project as a toll replacement of an existing NCDOT facility. He pointed out that a toll has never been imposed on a replacement project in the state, only on new facilities. He expressed concerns regarding setting a precedent and expressed an interest in identifying a statewide solution.

Nick Newell, Winnabow, spoke to the MPO Board in-person regarding the importance of the Cape Fear Memorial Bridge as an emergency evacuation route, a direct lifeline to medical services, a connection to the west and commercial prosperity for both sides of the river, and as an icon of regional identity.

6) Presentation

a. Rail Re-alignment Environmental Review Update- Aubrey Parsley, City of Wilmington

Mr. Parsley gave an update on the environmental review process for the Rail Re-alignment. He said that the process includes three virtual public outreach sessions, of which the second closes tonight at midnight. He encouraged MPO Board members to review the content from the virtual public outreach.

Mr. Parsley said that environmental review is about 50% complete. He added that the 15% engineering milestone has been reached, and 30% engineering has just begun. He estimated that another year is left of the environmental review, to wrap up in the second quarter of next year, with 30% engineering to be completed by

mid-2023. He noted that two alternatives have been shortlisted from a list of six alternatives. He added that feedback will be incorporated into the planning for one preferred route alternative to be recommended to the lead agency, the Federal Railroad Administration (FRA).

Mr. Parsley said that during the second push for public outreach, navigation impact reports for the U.S. Coast Guard, bridge permits and due diligence for preliminary navigation clearances have been posted to online at www.wilmingtonnc.gov/rail.

7) Consent Agenda

- a. Approval of Board Meeting Minutes from June 30, 2021
- b. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-5
- c. Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-6
- d. Resolution approving FY 22 Unified Planning Work Program Amendment #1
- e. Resolution approving the Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 6.0

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

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

Mr. Zimmer requested to be recused from this item due to personal reasons.

Mr. Williams made a motion to recuse Mr. Zimmer, seconded by Mr. Rivenbark and it carried unanimously by roll call as follows:

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

The MPO Board retook the vote to approve the Consent Agenda, Items 7a through 7d, by roll call as follows:

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

8) Regular Agenda

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

Mr. Kozlosky stated that NCDOT received an unsolicited proposal to replace the Cape Fear Memorial Bridge as a public-private partnership in November of 2020. The Department took some time to review the proposal to make sure it met their public-private partnership policy and procedures. The Board received a presentation in open session at its June meeting. At which time, members requested time to discuss the proposal with the boards of their respective jurisdictions and voted to calendar the item for the MPO Board's July meeting.

Mr. Kozlosky said that before the Board today is a resolution with two options as follows:

- i. To support NCDOT and Wilmington MPO moving forward with further review and evaluation of the concept of a potential public-private partnership for the replacement of the Cape Fear Memorial Bridge as a potential toll facility; or
- ii. To not support NCDOT and Wilmington MPO moving forward with further review and evaluation of the concept of a potential public-private partnership for the replacement of the Cape Fear Memorial Bridge as a potential toll facility.

Mr. Kozlosky acknowledged the presence of Chief Engineer of the North Carolina Turnpike Authority Rodger Rochelle, and NCDOT Division Engineer Chad Kimes to help answer questions.

Ms. Hays inquired about the additional information that would be provided if the MPO supports moving forward with the concept proposal, and about the cost to the MPO. Mr. Kimes responded that a traffic and revenue study would give a potential range of the toll, traffic diversion and impacts, which would be followed by public outreach/input, possible legislative actions, a project scope, and preliminary design before a competitive bid process is initiated. He added that DOT would use its funds for these initial steps. He noted that he is unaware of any funding that would be asked of MPO.

Ms. Hays asked if NCDOT would put in writing that it would exhaust any and all options for a rebuild of the bridge and that no cost would be incurred for the next phase. Mr. Rochelle confirmed that no money is anticipated to be asked of the MPO unless there is additional money left over from the Cape Fear Crossing study, which would go toward the NEPA document.

Mr. Kozlosky said that the MPO would continue to search for all options including the federal infrastructure bill and traditional funding to replace the Cape Fear Memorial Bridge if the Board supports moving forward with the proposed replacement with a toll facility.

In response to an inquiry by Ms. Hays, Mr. Kimes said that any money to come through federal infrastructure would need to go through the prioritization process.

Mr. Williams expressed the importance of continuing to explore all funding options. Mr. Kimes stated that NCDOT will continue to pursue the traditional funding routes.

Ms. Bozeman expressed concerns about the firm that submitted the unsolicited proposal.

Mr. Zimmer expressed concerns that the bridge is not in the STIP. Mr. Kimes said that Prioritization 6.0 has been delayed and the next round of prioritization would be in 2023.

Mr. Anderson noted that although the details of the proposal are confidential, it will undergo a competitive bid process. He commented that any proposal should be welcome. He asked for a description of the function of the MPO Board. Mr. Kozlosky responded that the MPO Board sets the policy and direction for the Wilmington MPO and the organization as a whole. He added that the MPO has no control over the state or DOT's budget. The MPO is a partner with the Department as it relates to transportation planning, prioritization of projects, and must, by federal law, mutually adopt the State and the MPO Transportation Improvement Program (TIP) in a cooperative, collaborative, and continuing process.

Mr. Anderson asked about the Cape Fear Crossing. Mr. Kimes said the projected stopped when the preferred alternative was about to be chosen but was determined to be too costly to fund, around \$1.5 billion or \$2 billion.

Mr. Anderson asked a question about traffic counts on U.S. 17 in Hampstead and how many times per year the bridge goes up and down. Mr. Kimes responded that U.S. 17 in Hampstead has about 35,000 cars a day, and the Cape Fear Memorial Bridge has 62,000 cars a day. Construction of both sections of the Hampstead Bypass cost about \$300 million and the replacement bridge is estimated to cost between \$200 million and \$600 million. He added that the bridge lifts more than 300 times per year.

Mr. Williams commented that, like many others, his first reaction to the toll proposal was to oppose it. He added that if federal funding could be obtained for the bridge replacement, perhaps a counter proposal would be for the firm to propose a toll facility for the southern crossing. He noted that in August of 2019 the Cape Fear Crossing project was halted. In June of 2020, the MPO Board decided to make the replacement of the Cape Fear Memorial Bridge its top unfunded priority, which was communicated to NCDOT in a letter from the MPO Board in July of 2020. He added that the meeting minutes show the person who advocated this top unfunded priority spoke out against it just moments ago. He commented that if this is truly a priority, the MPO must look at every

available option, despite concerns and the possibility that the proposal may be rejected later. However, there are too many unanswered questions now.

Mr. Barfield requested that the MPO be indemnified and held harmless should it decide to withdraw later in the process. Mr. Rochelle responded that there are no charges expected to be incurred by the MPO.

Attorney Nichols clarified that what is before the Board is a choice to support further evaluation of an unsolicited proposal submitted to DOT for the replacement of the Cape Fear Memorial Bridge as a potential toll facility pursuant to DOT's public-private partnership policy and procedures. This opportunity differs in several ways from the Map Act cases, that were referred to at the last MPO Board meeting. He explained that the Map Act cases arose from a specific statute, the Transportation Corridor Official Map Act, with hundreds of cases throughout the state. In 2016, the NC Supreme Court held unanimously in a case, Kirby v. NCDOT, that recordation of highway corridor maps at issue under the Map Act constituted a taking of private property rights by eminent domain due to restrictions placed upon the property by virtue of the filing of those maps and the provisions of the Map Act. The Supreme Court said that the recording of the maps restricted the plaintiff's rights to develop and subdivide their property for an indefinite period, which constituted a taking.

In comparison to the process being considered today, this is different in that these are the early stages of review and evaluation of an unsolicited proposal that has been submitted to NCDOT under its public-private partnership policy and procedures. It does not involve the recordation of a map and corresponding restrictions on private property rights. NCDOT and further study may identify a specific area or propose a project corridor, which has not been identified yet and is not an issue before the Board today. Although the analysis could and may change in the future and will be closely monitored.

Mr. Barfield said that the MPO being held harmless later in the process is question for DOT to answer. He pointed out that obtaining federal dollars will not matter to this project, which is not in the STIP. He commented that the priority should be getting the project in the STIP, which should have been done long ago. He expressed concerns regarding a toll rate greater than one dollar being an additional burden on citizens, and the impact of securing right-of-way at a fair market value to homeowners during the housing crisis. He added that the Skyway project that was derailed in 2011 and 2019 was without the MPO's input and questioned why it is being sought now. He expressed concerns about tolling the main road into a community, which didn't exist previously, without a viable alternative.

Mr. Zimmer responded that NCDOT can't tell if it will indemnify the MPO when the decision for the Board is only to support or not support proceeding with the concept of a toll. If the answer is no, the project will leave the forefront. He commented that he is in favor of having the bridge replaced and agreed with Mr. Williams in proceeding with the concept to learn about the options. He agreed that federal money will not go to a bridge that isn't in the STIP, unless funds are earmarked for a bridge, and noted that a billion dollars won't go to a bridge, as the state has had to pay most of such projects traditionally. He offered to obtain an answer from NCDOT's General Counsel regarding indemnity as well as personally looking into local housing issues as part of the study if the MPO supports moving forward with the concept.

Mr. Rivenbark asked about the other STIP options that might be prevented if the MPO were to refuse supporting further exploration of the proposal. Mr. Zimmer said he meant toll, non-toll, federal, state options of the concept, not just a toll bridge. He added that any options would progress for the project.

Mr. Rivenbark commented that most toll roads are expressways, and this is more of a neighborhood bridge that would be crossed several times a day. He expressed the desire for a route away from the existing bridge that will not impact the historic district. He noted that he has an editorial written by Mayor J.E.L. Wade in the 1930s advocating for a high elevation bridge across the Cape Fear River, which the area still does not have 90 years later. Mr. Kozlosky reminded the Board that the replacement of the Cape Fear Memorial Bridge is included in the MPO's 2045 Moving Forward Plan, although it is not in the STIP.

Mr. Rivenbark expressed concerns about the replacement bridge being compared to road improvements in some other parts of the state. He pointed out that bridge maintenance in 2019 cost \$15 million, which is estimated to increase to \$25 million in 25 years. He commented that the bridge needs to be replaced, although it is not ready to fall into the river. However, it's critical to have something more than an unsolicited plan that the City Council and citizens of Wilmington do not seem to want to support.

Ms. Pierce expressed concerns about funding a rebuild of the bridge in a way that has not been considered for any other facility across the state. She commented that moving forward with this proposal means that any future funding coming from the state would go to other projects and not the bridge replacement. She pointed out that the citizens of New Hanover County and Brunswick County already pay state and county taxes, and this proposal would impose an additional tax on them for the next 50 years. She noted that the public comments do not support the proposal and neither does she.

Mr. Zimmer pointed out that the STIP funding does not come from local taxes but from the gas tax from across the state. He reiterated that this is the vote on a concept only. Mr. Kimes reminded the Board that this is the procedure for an unsolicited proposal. He noted that by General Statute for it to proceed, the MPO must support it and NCDOT cannot initiate it.

Vice-Chair Miller commented that there would be a larger crowd today if the Board was voting on a toll bridge. He asked about other funding sources. Mr. Kimes responded that there is only the traditional means of adding it to the STIP and putting it through the prioritization process.

Mr. Barfield commented that he would only want to consider an unsolicited proposal for a toll bridge if it came with all the other funding options. But instead, only one funding option is presented.

Mr. Anderson expressed concerns that the gas tax has not been addressed and the lack of options from the legislative leaders or the Governor, and that no other area in the state is funding projects like this. Mr. Zimmer responded that the state is still able to fund its projects and that the gas tax income is not currently the problem, although it is anticipated to be an issue in the future. He noted that the Map Act cases, and the delay in federal reimbursements for hurricanes have created much of the financial strain.

Mr. Kimes added that the main factors are project costs, which have nearly doubled in the last five years, and that the fuel efficiency of vehicles is increasing.

Mr. Anderson commented that if the gas tax would build the bridge, he would be in favor of increasing it. Mr. Allen commented that he thinks there is a cap on the gas tax. He noted that the concerns that he has heard today has caused him to think twice about this proposal. Additionally, his doubts have increased after speaking with local legislators in Raleigh. Having worked in surface deployment command in the military, which moved entire cities, built bridges and infrastructure with all the facts on the table, has made him hesitant to proceed with the insufficient information presented. He commented that he does not have enough information to make a conscious decision for the people whom the Board represents. He said the process needs to go further before a decision can be made.

Ms. Hays inquired if NCDOT has enough money to complete the projects in the STIP. Mr. Kimes said that NCDOT's minimum balance is stable at \$1.9 billion. He pointed out that the challenge is to be able to fund the 10 years of projects when the revenues are much less than the cost of the projects, which is increasing. He explained that the Cape Fear Memorial Bridge is not going to get funding in the next round of prioritization because NCDOT cannot pay for the projects in the first 10 years of the STIP right now. He added that NCDOT is preparing to rebalance the STIP and review projects to shift out projects based on anticipated revenues.

Ms. Hays identified two concerns: If the Board does not vote to explore the concept, it will have no additional options and be removed from future opportunities. If the Board votes to explore the concept, it will be pigeonholed into the toll bridge and have no other options presented. Mr. Zimmer responded that the second comment is inaccurate.

Ms. Hays suggested revising the resolution to explore the concept of any and all options and opportunities for the replacement of the Cape Fear Memorial Bridge. Mr. Kozlosky advised that the resolution should also reflect the Board's position on moving forward with the potential for a public-private partnership to give DOT some direction on how to approach the unsolicited proposal.

Vice-Chair Miller read the resolution as amended supporting/not supporting the exploration of [all options to...] include a potential public-private partnership in order for the North Carolina Department of Transportation and the Wilmington Urban Area Metropolitan Planning Organization to gather additional information on the replacement of the Cape Fear Memorial Bridge as a potential toll facility.

Mr. Barfield expressed opposition to the resolution, which presents no other options. He pointed out that this is a General Assembly problem. Ms. Pierce and Ms. Bozeman concurred.

Ms. Hays clarified that she proposed to change the resolution to include considering any and all options as well as the unsolicited proposal.

Mr. Barfield reiterated that he still does not know what those options are, and made a motion to decline as follows:

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

Ms. Bozeman seconded the motion.

Mr. Zimmer made a substitute motion to approve the resolution to support NCDOT and the MPO moving forward with further review and evaluation of the concept of a potential public-private partnership for the replacement of the Cape Fear Memorial Bridge as a potential toll facility as well as other options.

Ms. Hays asked to move "any and all options" to the front. Mr. Zimmer allowed the change to his motion. Ms. Hays seconded the motion.

Attorney Nichols clarified that there is a motion on the floor, which has been seconded, and then a substitute motion, which has been seconded. The board continued the debate the item while Attorney Nichols consulted *Robert's Rules of Order* for the appropriate meeting procedures. Debate continued. Attorney Nichols advised that the substitute motion would be the appropriate motion on which to vote. Mr. Zimmer reiterated that the substitute motion is to approve the resolution of support amended to include the exploration of all other options and funding sources. The substitute motion was seconded by Ms. Hays.

Mr. Barfield expressed concerns regarding voting blindly in support of other options that have not been identified yet. Mr. Zimmer responded that this is an opportunity for further information. Debate continued regarding meeting procedure and the wording of the item. Mr. Allen expressed a preference for voting on something in writing.

Mr. Rivenbark pointed out that, at the end of the day, it's still a toll proposal, and expressed concerns regarding the cost to citizens of lesser means. He expressed confidence that NCDOT would identify funding sources for a bridge replacement without a toll.

Ms. Bozeman proposed a second substitute motion to vote down the toll proposal and ask NCDOT to bring forward other options. Mr. Rivenbark pointed out that this is essentially what will happen if the substitute motions fail. The second substitute motion failed for lack of a second.

The substitute motion was back on the table.

Mr. Zimmer requested that the question be called. At the request of the Board, Mr. Kozlosky read the first substitute motion, which Ms. Hays had seconded and amended as follows:

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

Ms. Hays called a point of order. She noted that Mr. Zimmer called the question to end the debate, which was seconded by Mr. Anderson. The question called to end the debate carried unanimously by roll call as follows:

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

Absent: David Piepmeyer.

The MPO Board voted to approve the first substitute motion amended as follows:

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

The first substitute motion as amended failed 7-5 by roll call as follows:

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

The original motion opposing the unsolicited proposal was back on the table. Mr. Kozlosky read it as follows:

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

The original motion carried 7-5 by roll call as follows:

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

9) **Discussion**

a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-7**

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

b. **Go Coast TDM Short Range Plan**

Ms. Lorenzo reminded the MPO Board that it adopted Cape Fear Change in Motion 2020, the Transportation Demand Management (TDM) Program's short-range plan, in April of this year. She noted that the plan includes seven recommended strategies to assist in reducing vehicle traffic congestion, and to increase alternative mode choice in the region.

Ms. Lorenzo stated that MPO staff desires to share the recommendations of this plan as well as present the opportunities for member specific TDM strategy plans to be developed with members through presentations to each governing board in August and September. Once all presentations are completed, WMPO staff proposes to meet with planning staff in each of the member jurisdictions in October and November to determine how best to coordinate these community specific TDM strategies as well as any additional local jurisdiction initiatives. The MPO desires to move forward with the endeavor assisting members individually in supporting TDM initiatives.

Mr. Kozlosky said that staff would approach administrative officials for each of the jurisdictions and requested that the Board support the request.

10) Closed Session

Vice-Chair Miller moved to now hold a closed session pursuant to N.C. General Statute §143-318.11(a)(3) to discuss with the MPO's attorney matters within the attorney-client privilege after a five-minute break returning at 5:32 p.m.

Mr. Rivenbark seconded the motion and it carried unanimously by roll call as follows:

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

The meeting reconvened to open session with all those present as above.

11) Adjournment

There being no further business and no opposition to adjourning the meeting, the meeting was adjourned at 5:46 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-4 (June 2021)

STATEWIDE PROJECT

STIP ADDITIONS

M-0553A STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, INTEGRATED PROJECT DELIVERY <u>PROJECT ADDED AT THE REQUEST OF TECHNICAL SERVICES.</u>	ENGINEERING	FY 2022 - \$4,500,000 (T) FY 2023 - \$6,000,000 (T) \$10,500,000
M-0553B STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, PROVIDE ASSISTANCE TO INFORMATION TECHNOLOGY FOR PRECONSTRUCTION DELIVERABLES <u>PROJECT ADDED AT THE REQUEST OF TECHNICAL SERVICES.</u>	ENGINEERING	FY 2022 - \$1,000,000 (T) FY 2023 - \$1,000,000 (T) \$2,000,000
M-0554DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS). <u>PROJECT ADDED AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	IMPLEMENTATIO	FY 2022 - \$7,500,000 (T) FY 2023 - \$7,500,000 (T) \$15,000,000
M-0554REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS). <u>PROJECT ADDED AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	IMPLEMENTATIO	FY 2022 - \$7,500,000 (T) FY 2023 - \$7,500,000 (T) \$15,000,000
M-0554SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS). <u>PROJECT ADDED AT THE REQUEST OF THE ENVIRONMENTAL ANALYSIS UNIT.</u>	IMPLEMENTATIO	FY 2022 - \$10,000,000 (T) FY 2023 - \$10,000,000 (T) \$20,000,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #21-4 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendment #21-4; 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 #21-4.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 25, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-6
(August 2021)

STATEWIDE PROJECT

STIP ADDITIONS

* TM-0036 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	ADMINISTRATIVE	FY 2022 -	\$567,000	(5310)
					\$567,000	
* TU-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING	FY 2022 -	\$118,000	(S)
				FY 2022 -	\$470,000	(5311)
					\$588,000	
* TU-0009 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS. <u>ADD PROJECT IN FY 2022 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u>	PLANNING	FY 2022 -	\$765,000	(RTAP)
					\$765,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP/MPO TIP Amendment #21-6
(August 2021)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* TL-0017 NEW HANOVER PROJ.CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY - WAVE TRANSIT, CAPITAL IMPROVEMENT PROJECT TO SECURE AUTOMATIC PASSENGER COUNTER (APC) TECHNOLOGY FOR THE PURPOSE OF COLLECTING STOP LEVEL BOARDINGS AND ALIGHTINGS FOR FIXED ROUTE PUBLIC TRANSPORTATION SERVICES.	CAPITAL	FY 2022 - FY 2022 -	\$160,000 (BGDA) \$40,000 (L) \$200,000
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**ADD PROJECT IN FY 2022 AT THE REQUEST OF MPO.
NEW PROJECT DEVELOPED FOR FEDERAL FUNDING
AWARD.**

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
* R-5783	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	CONSTRUCTION	FY 2020 - \$100,000 (S)
BRUNSWICK				FY 2020 - \$400,000 (TA)
DUBLIN	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2021 - \$200,000 (S)
NEW HANOVER				FY 2021 - \$800,000 (TA)
ONSLOW	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	<u>DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO BOUNDARY AND IS NOW A JUMPO PROJECT.</u>		FY 2022 - \$200,000 (S)
PENDER				FY 2022 - \$800,000 (TA)
SAMPSON	- MID-CAROLINA RURAL PLANNING ORGANIZATION			
PROJ. CATEGORY	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION			<u>\$2,500,000</u>
DIVISION	- CAPE FEAR RURAL PLANNING ORGANIZATION			
U-5732	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	CONSTRUCTION	FY 2029 - \$6,275,000 (T)
PENDER				FY 2030 - \$6,275,000 (T)
PROJ. CATEGORY		<u>DESCRIPTION REVISED TO MATCH THE SCOPE OF THE PROJECT.</u>		FY 2031 - \$6,275,000 (T)
REGIONAL				FY 2032 - \$6,275,000 (T)
				<u>\$25,100,000</u>

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STIP MODIFICATIONS				
* W-5203 BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. <u>DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO BOUNDARY AND IS NOW A JUMPO PROJECT.</u>	CONSTRUCTION	FY 2020 - _____ \$650,000 (HSIP)
* W-5703DIV BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>DUE TO THE EXPANSION OF THE JACKSONVILLE URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS NO LONGER WITHIN THE DOWN EAST RPO BOUNDARY AND IS NOW A JUMPO PROJECT.</u>	CONSTRUCTION	FY 2020 - _____ \$15,000 (HSIP)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
* W-5603B	- WILMINGTON URBAN AREA	US 17, US 17 BETWEEN NEW HANOVER / PENDER	CONSTRUCTION	FY 2022 - \$425,000 (HSIP)
ON SLOW	METROPOLITAN PLANNING ORGANIZATION	COUNTY LINE AND MILE POST 19.3 IN ON SLOW		\$425,000
PENDER	- JACKSONVILLE URBAN AREA	COUNTY. INSTALL SHOULDER RUMBLE STRIPS.		
PROJ.CATEGORY	METROPOLITAN PLANNING ORGANIZATION	<u>DUE TO THE EXPANSION OF THE JACKSONVILLE</u>		
REGIONAL	- CAPE FEAR RURAL PLANNING ORGANIZATION	<u>URBAN AREA MPO (JUMPO) BOUNDARY, PROJECT IS</u>		
		<u>NO LONGER WITHIN THE DOWN EAST RPO</u>		
		<u>BOUNDARY AND IS NOW A JUMPO PROJECT.</u>		

NORTH CAROLINA 2020 – 2029
STATE TRANSPORTATION IMPROVEMENT PROGRAM

What is a State Transportation Improvement Program (STIP)?

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

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

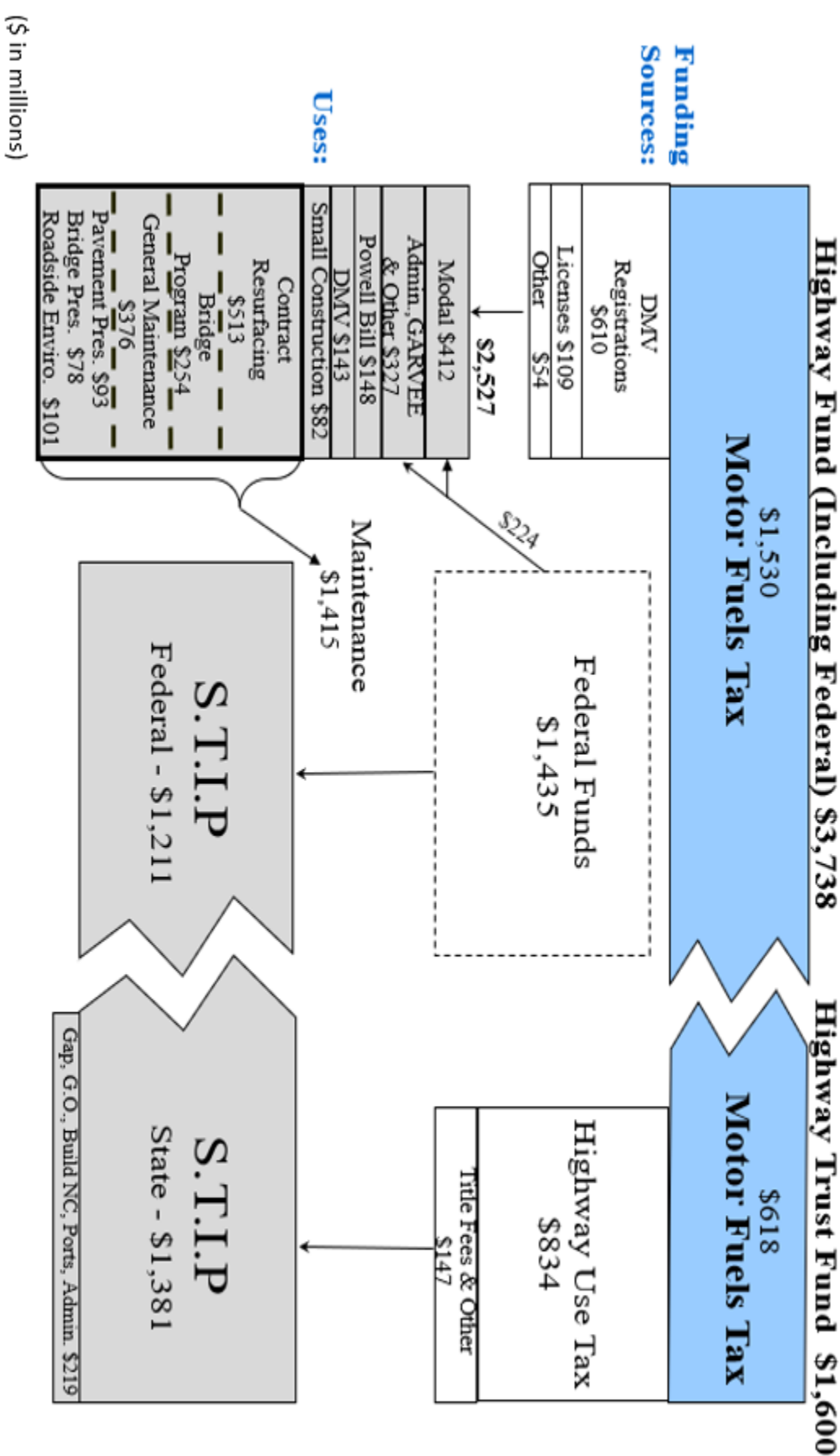
North Carolina's STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction and project development timetables, and in adherence with federal and state laws.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

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

Maintenance and Capital Improvement Funding for North Carolina

NCDOT uses three major sources of funds for transportation improvements. Federal Funding and State Highway Trust Funds are used for capital improvements while the Highway Fund is used for maintenance activities. The chart below illustrates these funds and their sources.

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



Performance Management Targets

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

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

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

How is the STIP organized?

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

The transportation program in the STIP is organized by the 14 transportation divisions. Each Division section includes a funding source reference table and is divided between highway and non-highway project schedules. Projects are also listed by county within each division. This results in some duplication since transportation projects frequently extend across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

Projects are further subdivided by category: interstate, rural, urban, bridge, municipal bridge, bicycle and pedestrian, congestion mitigation, highway safety improvement program, ferry, passenger rail, and roadside environmental. Interstate, rural, urban, bridge, and ferry projects are described by route number. Municipal bridge, bike and pedestrian projects are listed by city or county. Congestion mitigation and passenger rail projects are listed alphabetically by city or county. Highway safety improvement program projects may be listed by route, city or county. The Public Transportation program list projects first by the transportation partners and providers then by identification numbers.

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

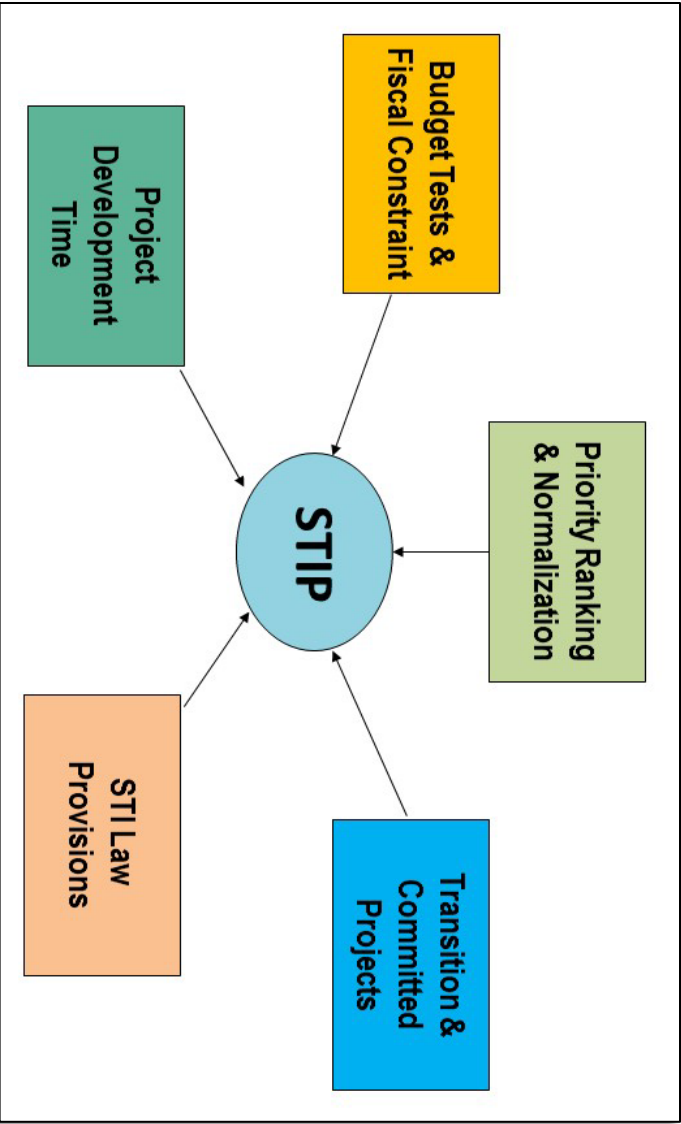
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

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

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

Figure A



The results of the P5.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over a 10-year time frame, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

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

Public Involvement – Draft STIP

After the release of the Draft STIP in January 2019, each of NCDOT's 14 transportation divisions hosted a week long open house between February 15 and April 15, 2019. The purpose of these open houses was to inform citizens about projects in the Draft STIP and collect feedback. Additionally, multiple public input opportunities were available ahead of the development of the Draft STIP including the STI implementation process.

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

Transportation Conformity

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region, the Rocky Mount Region were “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and were also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, the Research Triangle Region and the Rocky Mount Region made conformity determinations as per the 1997 ozone NAAQS on their MTPs and their 2020-2029 TIP.

Each MPO is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures that transportation projects that receive federal funding do not negatively impact an area’s ability to meet air quality goals. Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the USEnvironmental Protection Agency (EPA). As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO’s project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

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

North Carolina 2008 Ozone Maintenance Area Requiring a REA

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

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

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

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

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

Public Transportation Project Funding

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

FTA program funding amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to distribute funding to qualifying sub-recipients. Most funding within an MPO with a population of 200,000 or greater is managed directly by the MPO. The MPO develops projects that appear in the STIP from the apportioned funds received directly from FTA. NCDOT allocates federal funds to small urban areas less than 200,000 population and rural areas of the state. These MPOs develop projects that appear in the STIP within the allocated amount received from NCDOT, including unspent prior year funding. For rural areas, NCDOT applies directly to FTA for project funding on behalf of rural serving transportation systems. NCDOT develops projects in rural areas that appear in the STIP within the total Federal and State apportioned amount, including unspent prior year funding.

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

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

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

PTD Goals:

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

B. Urban Area Formula Program (Section 5307)

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

PTD Goals:

- 5307 Governor's Apportionment (GA) – Work with eligible systems to ensure 5-year budgets are met, and grants are managed appropriately.
- 5307 Large Urbanized Areas – Work with eligible MPO areas to ensure funding is fairly and equitably distributed and the needs of former 5311 recipients are met.

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

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

PTD Goal:

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

D. Rural Formula Grant Program (Section 5311)

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

PTD Goals:

- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
- Enhance access in rural areas to health care, shopping, education, employment, public services and recreation.
- Encourage the most efficient use of transportation funds to provide passenger trips in rural areas through coordination of programs and services.

E. Bus and Bus Facilities Program (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

PTD Goal:

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

Project Descriptions

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

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

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

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

Federal Budget

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

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

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The passage of S.L. 2015-2 / S20 altered the variable MFT state rate formula starting April 1, 2015. The new variable rate formula is based on changes in population and the Consumer Price Index for Energy (CPI-E) beginning on January 1, 2017. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output, vehicle fuel efficiency and alternate fuel vehicles.

Federal Aid Program

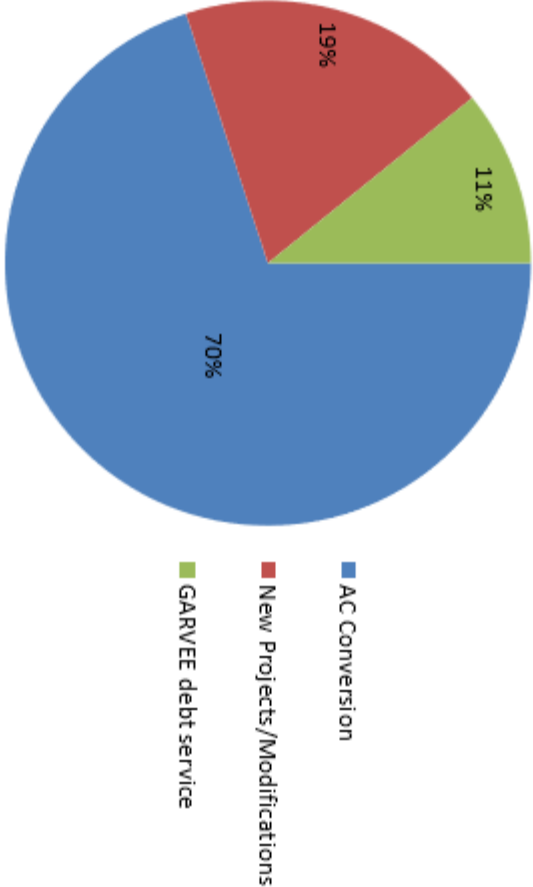
The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

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

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

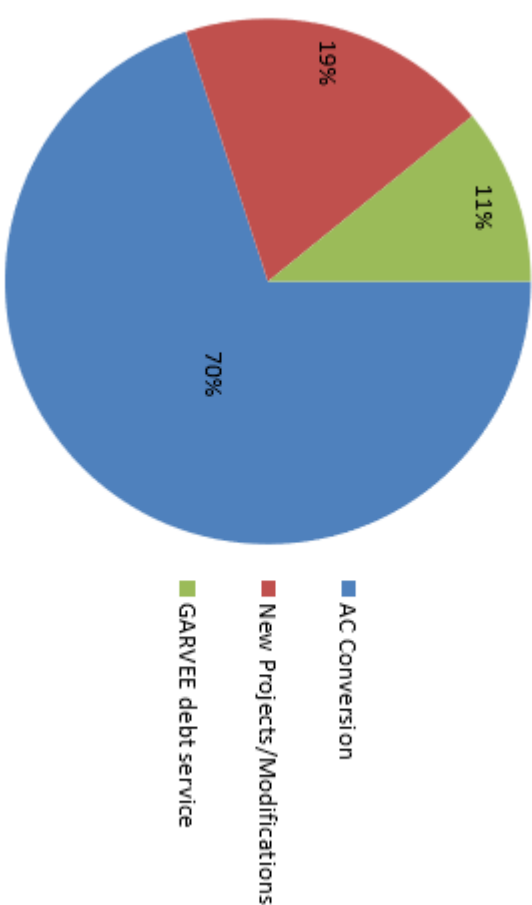
Federal Aid Construction Program - FFY 2020				
(\$ in Millions)				
Category	Federal Funds	Required State Matching Funds	Total	
National Highway Performance Program	655	164	2	819
Rail Hwy Crossing	7		2	9
Statewide Planning	16		4	20
TAP	22		6	28
Research Development	5		1	6
Metropolitan Planning	6		2	8
Congestion Mitigation	55		14	69
Surface Transportation Program	328		82	410
Highway Safety Improvement	64		16	80
Freight	40		10	50
Total Apportionment	1,198	300		1,498

Proposed Use of FFY 2020 Obligation Authority



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

Proposed Use of FFY 2021 Obligation Authority



The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing future revenues. “Advance Construction” (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program. NCDOT uses AC both to support its GARVEE Bond program and to assist in its cash management. The table below provides our AC balances in 2020 and shows the anticipated balances through 2023.

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

GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. Below is a summary of the GARVEE bond issuances and debt service requirements.

GARV/EE Bond Program
\$ in Millions

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

BUILD NC Bonds

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the regional impact and divisional need project categories. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Below is a summary of Build NC bond debt service requirements.

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

State Highway Trust Fund

Revenues for the Trust Fund are generated from 29% of the state motor fuels tax, the 3 percent use tax on the transfer of motor vehicle titles, DMV titles and other fees, and interest income. \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding, as well as \$45 million to the State Ports.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$1,577 million for FY 2020 and \$17.5 billion during the 10-year period. Of this \$17.5 billion in revenue, \$490 million goes to NCTA, \$465.1 million is used for debt service on previous GO bonds and Administration, \$4 million is transferred to the Highway Fund for Visitor Centers and \$450 million is transferred to State Ports. The remaining \$15.7 billion is available for STIP purposes. After preliminary engineering, a reserve

for construction cost overruns, inflation, and bonus allocation and local participation deductions, \$23.7 billion is available for programming. (Note – funds available for programming and used in the development of the 2020-2029 STIP were prior to the actions of the 2019 General Assembly.)

(Dollars in Millions)													
HIGHWAY TRUST FUND REVENUES													
25% of Gas Tax Revenues	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2020 THRU 2029		
DMV Fees & Investment Income	\$ 610.00	\$ 625.00	\$ 641.00	\$ 653.00	\$ 665.00	\$ 675.00	\$ 683.00	\$ 693.00	\$ 704.00	\$ 690.00	\$ 6,639.00	\$ 6,639.00	
Use Tax	153.00	165.00	167.00	171.00	176.00	199.00	204.00	209.00	215.00	241.00	\$ 1,900.00	\$ 1,900.00	
Total State Highway Trust Fund Revenues	814.00	815.00	824.00	845.00	871.00	894.00	917.00	941.00	967.00	1,028.00	\$ 8,916.00	\$ 8,916.00	
Less Transfers for NCTA GAP Funding	\$ 1,577.00	\$ 1,605.00	\$ 1,632.00	\$ 1,669.00	\$ 1,712.00	\$ 1,768.00	\$ 1,804.00	\$ 1,843.00	\$ 1,886.00	\$ 1,959.00	\$ 17,455.00	\$ 17,455.00	
Less GO Debt Service	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	\$ (490.00)	\$ (490.00)	
Less Transfer to Highway Fund	(59.77)	-	-	-	-	-	-	-	-	-	\$ (59.77)	\$ (59.77)	
Less Program Administration	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	\$ (4.00)	\$ (4.00)	
Less Transfer to State Ports	(36.62)	(37.27)	(37.90)	(38.76)	(39.76)	(41.06)	(41.89)	(42.80)	(43.80)	(45.49)	\$ (405.33)	\$ (405.33)	
Net State Trust Fund Revenues	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	\$ (450.00)	\$ (450.00)	
	1,386.21	1,473.33	1,499.70	1,535.84	1,577.84	1,632.54	1,667.71	1,705.80	1,747.80	1,819.11	\$ 16,045.89	\$ 16,045.89	
Federal Aid													
Less SPR Funds	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	1,289.00	12,890.00	12,890.00	
Less CMAQ	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(34.90)	(348.98)	(348.98)	
Less DMS (Formerly EEP)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(300.00)	(300.00)	
Less Yadkin River GARVEE debt service	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(200.00)	(200.00)	
Net Federal Aid Revenues	(5.13)	(5.13)	-	-	-	-	-	-	-	-	(10.26)	(10.26)	
	1,198.97	1,198.97	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	1,204.10	12,030.76	12,030.76	
Available Subtotal (Trust and Federal-aid)													
	2,585.18	2,672.30	2,703.80	2,739.95	2,781.95	2,836.65	2,871.81	2,909.90	2,951.91	3,023.21	28,076.65	28,076.65	
Less PE	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(2,500.00)	(2,500.00)	
Subtotal	2,335.18	2,422.30	2,453.80	2,489.95	2,531.95	2,586.65	2,621.81	2,659.90	2,701.91	2,773.21	25,576.65	25,576.65	
Less Construction Cost Overruns	(60.31)	(62.92)	(63.86)	(64.95)	(66.21)	(67.85)	(68.90)	(70.05)	(71.31)	(73.45)	(669.80)	(669.80)	
Less Bonus Alloc. for Tolling & Local Participation	(38.15)	(35.25)	(33.20)	(36.82)	(33.34)	(0.20)	(2.50)	(20.00)	(40.00)	(40.00)	(279.46)	(279.46)	
Funds Available for Programming Subtotal	2,236.72	2,324.13	2,356.74	2,388.18	2,432.39	2,518.60	2,550.41	2,569.86	2,590.60	2,659.76	24,627.39	24,627.39	
Less Inflation	(11.18)	(34.98)	(59.39)	(84.66)	(111.40)	(115.35)	(116.81)	(117.70)	(118.65)	(121.82)	(891.94)	(891.94)	
Funds Available for Programming	\$ 2,225.54	\$ 2,289.16	\$ 2,297.35	\$ 2,303.52	\$ 2,320.99	\$ 2,403.24	\$ 2,433.60	\$ 2,452.16	\$ 2,471.95	\$ 2,537.95	23,735.45	23,735.45	

Anticipated Inflation Impact

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the STIP, available funds were reduced by an amount for inflation. The following inflation factors for future construction and right of way cost increases were used: 2020 - 1.005, 2021 - 1.0151, 2022 - 1.0252, 2023 - 1.0355, 2024 through 2029 - 1.0458. This allows project costs used in the Program to be shown in current (2020) dollars.

State Highway Fund

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

Cash Model and Fiscal Constraint of the STIP

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

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

North Carolina's General Assembly in §143C:6-1 dictates that the Department's cash target to be between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-1 requires the minimum cash balance to be at least 7.5% of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the minimum is exceeded. Session Law 2014-100 Senate Bill 744 Section 34.23(c) established a cash balance maximum of one billion dollars. If the balance exceeds the maximum, the Department must report to the General Assembly and Fiscal Research the reasons for exceeding the maximum and the plans to reduce the balance.

The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery, and operation of an integrated system of toll roads. The Triangle Expressway, North Carolina's first modern toll facility is approximately 18.8 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south opening fully to traffic on January 2, 2013. The Monroe Expressway, the second all electronic toll facility in North Carolina, opened to traffic on November 27, 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction that

serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of State transportation revenues, Federal aid dollars, and toll revenue bonds.

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-7 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 #21-7.

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 #21-7.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on August 25, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-8 (August 2021)

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. <u>ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.</u>	IMPLEMENTATION FY 2022 - FY 2022 -	\$1,222,000 \$306,000 \$1,528,000	(CMAQ) (L)
* TO-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 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. <u>MODIFY FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE FY 2021 - FY 2021 -	\$120,000 \$30,000 \$150,000	(5312) (5307)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-8 (August 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
*EB-6028 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON, CONSTRUCT SIGNALIZED PEDESTRIAN CROSSING AT US 17 BUSINESS (MARKET STREET) AND 21ST STREET. <u>AT THE REQUEST OF THE MPO, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 - FY 2022 -	\$100,000 (TADA) \$25,000 (L) \$125,000
EB-6029 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CLARENDON AVENUE, CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD). <u>AT THE REQUEST OF THE MPO, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 - FY 2022 -	\$516,000 (TADA) \$129,000 (L) \$645,000
U-6235 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON, TRAFFIC SIGNAL PRE-EMPTION FOR EMERGENCY VEHICLES PROJECT. <u>TO MATCH THE LATEST SCHEDULE PROVIDED BY THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	ENGINEERING CONSTRUCTION	FY 2020 - FY 2020 - FY 2022 - FY 2022 -	\$390,000 (BGDA) \$97,000 (L) \$627,000 (BGDA) \$157,000 (L) \$1,271,000



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MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: August 19, 2021

SUBJECT: Prioritization 6.0

The Prioritization 6.0 Work Group which is comprised of representatives from NCDOT, MPOs, RPOs, and other stakeholders met in July and reviewed the latest update on funding availability for new projects from P6.0 scoring. Due to rising construction and right of way costs, the outlook for programming the future 2024-2033 STIP is a major concern. The Work Group reached consensus that moving forward with P6.0 local input points did not seem appropriate and recommended to the NC Board of Transportation that the remainder of P6.0 be cancelled. NCDOT's Strategic Prioritization Office presented this recommendation to the North Carolina Board of Transportation on August 4th. The Board of Transportation supported the Work Group's recommendation to stop Prioritization 6.0.

Proposed (Draft Policy): WMPO Board Member Remote Participation Policy and Procedure

WHEREAS, the Board of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) acknowledges that Board member attendance at Board meetings is essential for Board members to perform their official duties and to add to the diversity of thought and opinion in the Board's deliberations;

WHEREAS, the Board strongly encourages its members to be physically present for all Board meetings. The Board recognizes, however, that extenuating circumstances may prevent a member from being physically present at a meeting;

WHEREAS, the Board further recognizes that advances in online, audio and video conferencing technology make it possible for members in remote locations to communicate and deliberate effectively with each other during meetings via electronic methods which provide for simultaneous communication;

WHEREAS, the Board also recognizes that allowing Board members to participate remotely in meetings will help ensure full participation of the Board at its meetings.

NOW THEREFORE, in order to promote full participation of Board members at meetings while also ensuring access and transparency for the public as required by the Open Meetings Law, the Board authorizes its members to participate remotely in Board meetings subject to the following rules and requirements:

A. AUTHORIZED CIRCUMSTANCES FOR REMOTE PARTICIPATION. The Board authorizes remote participation by its members in any meeting of the Board consistent with the following conditions and requirements.

1. A Board member may attend a meeting and participate in Board deliberations and decisions by remote participation if the member is prevented from physically attending the meeting due to any of the following reasons:

- a. personal illness or disability
- b. out-of-town travel
- c. unexpected lack of child-care
- d. family member illness or emergency
- e. weather conditions
- f. military service
- g. employment obligations
- h. an unexpected scheduling conflict

Remote participation is not intended to be used solely for a Board member's convenience.

2. Acceptable means of remote participation include telephone-, Internet-, or satellite enabled audio or video conferencing, or any other technology that provides for simultaneous communication during the meeting and enables the remote member(s) and all persons present at the meeting location to be clearly audible to one another. "Simultaneous communication" shall mean any communication by conference telephone, conference video, or other electronic means. Text messaging, instant messaging, email, and web chat without audio are not acceptable means of remote participation.

3. No Board member may participate remotely more than _____ times during a calendar year; provided however, that in justifiable circumstances, the Board may, by majority vote, agree to waive this limitation.

B. CONDITIONS AND REQUIREMENTS FOR REMOTE PARTICIPATION.

1. A Board member may participate remotely only when the acceptable means of simultaneous communication allows for the member who is participating remotely to do all of the following:

- a. Hear what is said by other members of the Board.
- b. Hear what is said by any individual addressing the Board.
- c. To be heard by all members of the Board when speaking to the Board.
- d. To be heard by all other persons present at the meeting location.

2. A Board member participating remotely will be considered present at the meeting for purposes of establishing a meeting quorum only during the period where simultaneous communication is maintained for that member.

3. A Board member considered present through remote participation will be permitted to vote on any action item at the meeting except:

- a. any item for which the member was not participating remotely during the entire discussion and deliberation of the matter preceding the vote; and
- b. any item that was being discussed when an interruption to the electronic communication occurred, if the Board's discussion was not suspended during the interruption. A brief loss of simultaneous communication will not disqualify the member from voting on the matter under discussion.

4. A Board member may participate remotely in a closed session of the Board provided the member provides assurance to the Board that no other person is able to hear, see, or otherwise participate in the closed session from the remote location.

C. PROCEDURE FOR REMOTE PARTICIPATION.

1. A Board member who desires to participate in a meeting remotely shall use his or her best efforts to notify the Chair or Executive Director at least one business day prior to the meeting so that necessary arrangements for remote participation can be made.

2. The Chair or the Chair's designee at the meeting location shall initiate contact with the Board member prior to the start of the meeting to secure remote participation.

3. The Chair shall announce the remote participant and the means of remote participation at the beginning of the meeting.

4. Any Board member participating remotely must identify himself or herself in each of the following situations:

a. When the roll is taken or the meeting is commenced.

b. Prior to participating in the deliberations, including making motions, proposing amendments, and raising points of order.

c. Prior to voting.

5. The Chair may decide how to address technical difficulties that arise when utilizing remote participation.

6. When possible, the Chair should temporarily suspend discussion while reasonable efforts are made to correct any problem that interferes with the ability of a member who is participating remotely to hear or be heard clearly by all persons present at the meeting location and by any other Board members who may also be participating remotely at that meeting. If, however, the technical difficulties distract from or impede the orderly progress of the meeting, a majority of the members physically present may vote to end the remote participation.

7. A Board member participating remotely shall notify the Chair if leaving the meeting before it is adjourned or rejoining the meeting after a period of absence.

8. All votes taken during any meeting where a Board member is participating remotely will be by roll call voice vote.

9. All remote participation will be noted in the official Board minutes. Any interruption to or discontinuation of the Board member's remote participation will also be noted in the minutes.

10. The Executive Director is directed to provide the technology sufficient to implement this policy in accordance with all applicable laws.

D. NOT EXCLUSIVE. This remote participation policy is intended to apply when there is no declaration of emergency under N.C.G.S. sec. 166A-19.20 in effect. Upon the issuance of a declaration of emergency under N.C.G.S. sec. 166A-19.20, the provisions of N.C.G.S. sec. 166A-19.24 and any other applicable statutes or regulations shall control. This remote participation policy does

not apply to remote meetings under N.C.G.S. sec. 166A-19.24. This remote participation policy does not apply to electronic meetings under N.C.G.S. sec. 143-318.13.

**WILMINGTON URBAN AREA
MPO
August 2021**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

- Presentation of final plan recommendations to Planning Commission in August 2021, and Board of Commissioners in September and October 2021.
- Presentation of final plan recommendations to WMPO Board in November 2021.
- Launch of public interactive story map of plan recommendations in fall 2021.

SITE DEVELOPMENT REVIEW

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

- New Hanover County Development Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 2 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 1 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 1 review
- 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: 27 total (23 on-going; 4 new): New Hanover County 7 (2 new), City of Wilmington 7 (2 new), Carolina Beach 1, Town of Belville 1, Town of Leland 5, (1 new) Town of Navassa 0, Pender County 5, and Brunswick County 1
- Pender County Development Plan Reviews: 2 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews

- City of Wilmington Formal Reviews: 40 reviews (7 new, 33 on-going)
- City of Wilmington Informal Reviews: 15 reviews (3 new, 12 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- COW Project Releases: 9

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Construction commenced October 26, 2021
- Construction in progress
- Project completion extended to December 31, 2022

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

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Project Status and Next Steps:

- Begin Construction – June 2021
- Complete Construction – Fall 2021

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$254,842
- Construction in progress
- Project completion extended to June 30, 2022

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Construction in progress
- Project completion extended to June 30, 2022

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

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

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

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

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

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

Project Status and Next Steps:

- Council approved additional funding for project on January 19, 2021
- MPO Board approved funding request on February 24th
- Coordination with YWCA on needed ROW/Easement
- Supplemental Agreement Execution in progress (City/NCDOT) - scheduled for City Council action on July 20, 2021
- Sent 65% City comments on Signal and 65% Plans on June 24, 2021
- Received 75% ROW Plans from AECOM 7th Street to Shipyard Blvd July 26, 2021
- Request ROW Authorization from NCDOT (August 2021)
- Receive 90% Signal Plans (August 2021)
- Request Title Research for YWCA (August 2021)
- Utility Kickoff Meeting in Field to Review Utility Conflicts (August 2021)
- Request SUE Level 'A' (if needed) – August 2021

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

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

Project Status and Next Steps:

- NCDOT has received and approved the requested documents
- Construction authorization has been approved
- Bid opening was held on June 2nd
- The project was re-bid on July 2nd
- Awaiting award to low bidder

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

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

Project Status and Next Steps:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization is submitted and awaiting NCDOT approval
- Construction fund authorization request will occur next federal fiscal year (FY 2022)

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

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

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- 30% plans have been completed and approved by NCDOT
- 60% design plans are in development

- Town and NC DOT have resolved ROW issues
- Project remains on track for a September 2022 LET

U-6234 MULTI-MODAL PHASE 1 B

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

Project Status and Next Steps:

- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- Final design package delivered electronically May 7, 2021
- 100% design plans sent to City Purchasing for review on May 11, 2021
- 100% design plans and specs sent to NC DOT on May 20, 2021
- Revised 100% plans provided on July 22, 2021 and sent to City Purchasing for review
- Awaiting CE documentation for construction authorization

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

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

Project Status and Next Steps:

- Design contract approved May 5, 2021 by City Council: execution complete.
- Design kick-off meeting held July 23, 2021 with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design expected to start in July lasting through January 2022.

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

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

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project and will upload information into EBS.
- As of May 3, 2021 funding amounts have been revised to reflect \$457,777 STBGP- DA funds and \$114,445 local match to reflect approved funding
- Design revisions are under discussion with KHA

TASA-DA

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

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

Project Status and Next Steps:

- Project Complete

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

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

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- 30% plans have been completed and approved by NCDOT
- 60% design plans are in development
- Town and NC DOT have resolved ROW issues
- Project remains on track for a September 2022 LET

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- 100% design completion expected June 2021
- Anticipate construction let date in October 2021

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

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

Project Status and Next Steps:

- Davenport is under contract to complete the design
- Final project plans anticipated by the end of August

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

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

Project Status and Next Steps:

- The Town is evaluating the scope for the project.
- Design modifications requested to include five foot sidewalk and on street pavement markings in lieu of multi-use path

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Be A Looker

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

2. 31st Annual River to Sea Bike Ride

- a. The 2021 River to Sea ride is scheduled for Saturday October 16, 2021. Planning for this ride is underway.

3. Brunswick Heritage Riverside Ride

- a. Planning is underway for an inaugural group bike ride event in Northern Brunswick County from Phoenix Park to Belville Riverwalk Park
- b. The scheduled date of the event is October 23, 2021.

4. Cape fear Change in Motion 2020 and TDM Services

- a. Go Coast will present the adopted short-range TDM plan to member jurisdiction governing bodies in August and September
- b. These presentations will share the strategies outlined in the plan and present member jurisdictions with the opportunity to utilize the WMPO's TDM program to enhance existing or create any new TDM-oriented initiatives
- c. The current presentation schedule is as follows:
 - Carolina Beach: Tuesday August 10th
 - Wrightsville Beach: Thursday August 12th
 - Kure Beach: Monday August 16th
 - Navassa: Thursday August 19th
 - Belville: Monday August 23rd
 - New Hanover County: Thursday September 2nd (Agenda Review Meeting)
 - Brunswick County: Tuesday September 7th
 - Leland: Monday September 13th
 - Wilmington: Monday September 20th (Agenda Briefing Meeting)
 - Pender County: Monday September 20th

5. Bicycle Suitability Map Update

- a. The WMPO Bicycle and Pedestrian Advisory Committee has provided a recommended methodology for scoring roadway segments for bicycle compatibility.
- b. Staff has evaluated over 300 roadways in the WMPO region that have been given a score for bicycle compatibility.
- c. The WMPO BPAC will review this draft map and provide input for changes in scoring

6. Go Coast Commuter Challenge Sub-Committee

- a. A sub-committee comprised of Go Coast Committee and BPAC members will review recommended changes to the Annual Go Coast Commuter Challenge to be implemented in the 2021 event

7. The next Go Coast meeting is August 19, 2021 at 3:00 and will take place at 305 Chestnut Street



Cape Fear Public Transportation Authority

Project Updates

August 2021

1. Port City Trolley Permanent Route Modification

Effective September 1, 2021, the Port City Trolley will be serving several new destinations. The trolley will cover five blocks along Nutt St. from Harnett St. to Red Cross St. on the outbound segment and returning to Front St. resuming its normal route pattern when travelling inbound to Padgett Station. The primary objective for this revision is to serve large venues with visitors, as well as residents, connecting them to downtown. This allows service to Live Oak Bank Pavilion, Pier 33 Apartments, The Wilmington Convention Center, the Wilmington Chamber of Commerce, the Wilmington Railroad Museum, and three hotels.

The Authority will be installing new stops, publishing revised schedules, and releasing information through marketing efforts throughout the process.

2. Wilmington Regional Microtransit Project

On April 20, 2021, the Authority published a formal Request for Proposal (RFP) for On-Demand/Microtransit Service Planning and Software. The project scope included a regional microtransit initiative providing more efficient and cost-effective public transportation services within Brunswick County, New Hanover County, and Pender County. The alternative mobility option will result in decreased wait times realized for customers, fares comparable to existing services, and availability of smartphone app technology for reserving trips.

The vendor partnership, Moovit and Bus.com, was selected during the Authority's July 2021 Board of Director's meeting. The vendor will work in collaboration with participating agencies on planning and service design, as well as service delivery.

Service implementation is scheduled for October 2021. The service is funded at 100% through NCDOT's ConCPT grant. The pilot project is currently planned for a 12-month period, with options to extend pending availability of grant funds.

3. Network Redesign Slated for July 1, 2022

A joint meeting between Wilmington City Council members and New Hanover County Board of Commissioners was held on April 27, 2021. During the meeting, a vote to delay previously slated service reductions was moved by County officials, giving current administration an opportunity to review and make modifications to changes. The postponement of service changes was supported by City Council during their May 4, 2021 meeting. The revised network will take effect on July 1, 2022.

Authority staff is working diligently to revise the current transit network to be more efficient and cost-effective. Updates will be published through official press releases, on the homepage of the Authority's website, at: <https://www.wavetransit.com/>, onboard revenue vehicles, and at major transfer stations as network revisions are established.

4. Bus Stop Enhancements Underway

The Authority concluded installation of passenger amenities in the form of a bench and trash receptable at five bus stop locations within the system network. Bus stop enhancements, including installation of a covered shelter at six bus stop locations, are slated for second quarter FY22, with additional amenity improvements planned for third quarter. Passenger amenities current occupy 11% of the bus stops located within the current network.

Vandalism was experienced with damage sustained to a total of seventeen rear and side glass panels at eleven shelter amenities at the close of June 2021. Repair efforts are underway with conclusion slated for this quarter.

Projects in Development									
Project Manager	Contract T	Committed	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Central	Raleigh	15bpr.19	WM/PO	New Hanover 21 on US 76 over Banks Channel	New Hanover				7/20/2021
Central	Raleigh	B-5642	WM/PO	Brunswick 65 on NC 87 over Hood Creek	Brunswick		Y	Y	12/16/2021
Derek Pielech	DPOC	BP3.R004	WM/PO	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	Yes	R-3300B	WM/PO/CFRPO	Hampstead Bypass	New Hanover/ Pender	Y	Y	1/18/2022
Central	Raleigh	15BPR.26	WM/PO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover		Y	Y	1/18/2022
Mike Bass	DPOC	Yes	U-5710A	WM/PO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022
Derek Pielech	DPOC	B-4590	WM/PO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover		Y	Y	4/21/2022
Eric Murray	DPOC	Yes	U-5914	WM/PO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	Y	Y	6/2/2022
Rail Division	Rail	Yes	P-5740	WM/PO	Wilmington Rail At-Grade Crossing Improvement	New Hanover	Y	Y	6/30/2022
David Leonard	DPOC	W-5703E	WM/PO	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover 3D				8/4/2022
Trace Howell	DPOC	W-5703R	WM/PO	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover				9/15/2022
Eric Murray	DPOC	W-5601DH	WM/PO	3rd St and Dock St Intersection	New Hanover				9/30/2022
Eric Murray	DPOC	W-5703C	WM/PO	Monkey Junction Pedestrian Improvements	New Hanover				11/17/2022
Krista Kimmel	DDRL	U-5926	WM/PO	New Route from 23rd St to 26th St	New Hanover		Y	Y	12/19/2023
Brian Harding	DDRL	Yes	U-6202	WM/PO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024
Lydia	DPOC	I-6036	WM/PO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick				10/17/2024
Central	Raleigh	B-5653	WM/PO	Pender 14 on NC 133 over Turkey Creek	Pender				1/21/2025
Lydia	DDRL	I-6039	WM/PO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender				4/15/2025
Mike Bass	DDRL	Yes	U-5710	WM/PO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025
Lydia	DDRL	I-6037	WM/PO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover				2/17/2026
Trace Howell	DDRL	Yes	U-5792	WM/PO	MLK at College	New Hanover			6/16/2026
Trace Howell	DDRL	Yes	R-3300A	WM/PO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y	Y	9/15/2026

Project Manager			Contract T Committed	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Brian Harding	DDRL	Yes	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover				6/15/2027
Brian Harding	DDRL	Yes	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover				5/16/2028
Krista Kimmel	DDRL	Yes	U-4434	WMPO	Independence Boulevard Extension	New Hanover				6/20/2028
Brian Harding	DDRL	Yes	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover				7/18/2028
Trace Howell	DDRL	Yes	U-5732	WMPO/CFRPO	Hampstead Median: US 17 from SR 1582 (Washington Acres Rd) to Vista Lane	Pender				9/19/2028
Lydia	DPOC		I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	Brunswick, New Hanover				11/16/2028
Krista Kimmel	DDRL	Yes	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover				12/19/2028
Krista Kimmel	DDRL	Yes	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover				12/19/2028
Krista Kimmel	DDRL	Yes	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	Y			6/19/2029
Trace Howell	DDRL	Yes	U-5704	WMPO	US 17 (Oleander) at College	New Hanover				PY
Brian Harding	DDRL	Yes	U-5734	WMPO	US 421 Front St Widening	New Hanover				PY
Trace Howell	DDRL	Yes	U-5790	WMPO	Monkey Junction Interchange	New Hanover				PY
Brian Harding	DDRL	Yes	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover				PY
Trace Howell	DDRL	Yes	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover				PY
Krista Kimmel	DPOC	Yes	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover				PY
Trace Howell	DDRL	Yes	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover				PY
Brian Harding	DPOC	No	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover				PY
Trace Howell	DDRL	Yes	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvc	New Hanover				PY
None	DDRL	Yes	U-6199	WMPO	Wilmington Citywide Signal System Uprgrade	New Hanover				PY

PE Work Continuing	
Work Continuing for Updating Estimate Only	

Date Completed:

8/2/2021

PO:

WMPO

Contact:

Caitlin Marks
910-341-2001

cmmarks@ncdot.gov

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
DC00290	Kirsten Spirakis	New Hanover	New Hanover	I-40 at Exit 420 - GRP 2	Jul-21	83.8%
DC00291	Kirsten Spirakis		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	71.49%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	45.67%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Mar-23	52.85%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 2021

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

AUGUST TPD UPDATES WILMINGTON MPO

AUGUST 2021

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

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is moving along and we are on schedule. Our last meeting was on 7/22 where we went over the following items:

1. Survey Results
2. Additional Projects from the Survey
3. Future Public Involvement Sessions

The survey closed on June 9th and we collected 6,966 surveys. Our last regular meeting was on 7/22, we will now be meeting on a needs basis going forward. The next steps are to create the draft report for internal and external review as well as getting ready for public involvement.

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

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

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

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

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

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

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

Strategic Plan Survey Responses

Prepared for WMPO by Fountainworks

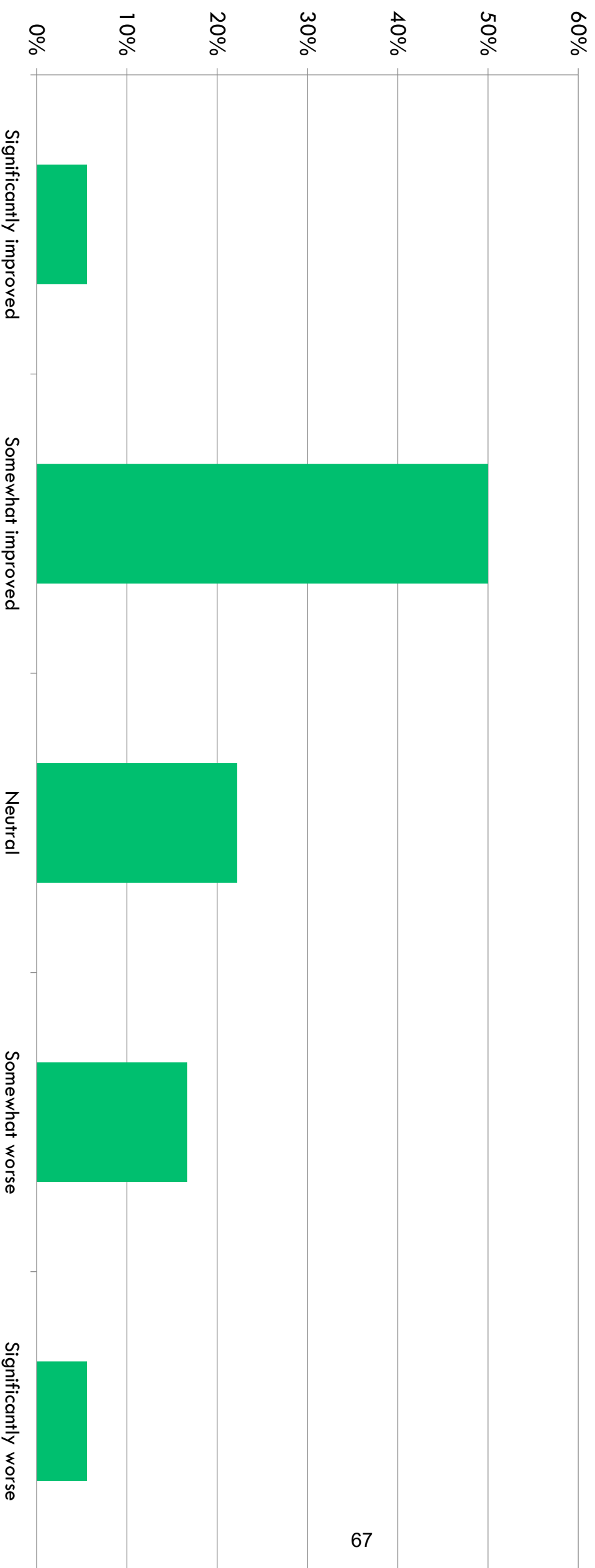
Overview of Respondents

- 10 TCC Members
- 6 WMPO Board Members
- 3 Other
 - 1 NCDOT Member
 - 1 Consultant
 - 1 Concerned Citizen

WMPO Overall Positive on the State of Mobility/ Board is Mixed

- A majority of respondents state that mobility in the WMPO area has improved over the last 5 years
 - WMPO Board Members are more split, the following is a breakdown of Board Member responses
 - 1 – Significantly Improved
 - 2 – Somewhat Improved
 - 1 – Neutral
 - 1 – Somewhat Worse
 - 1 – Significantly Worse
- DOT values WMPO's input more than five years ago
- Long-term improvements have been successful but keeping up with demand is difficult

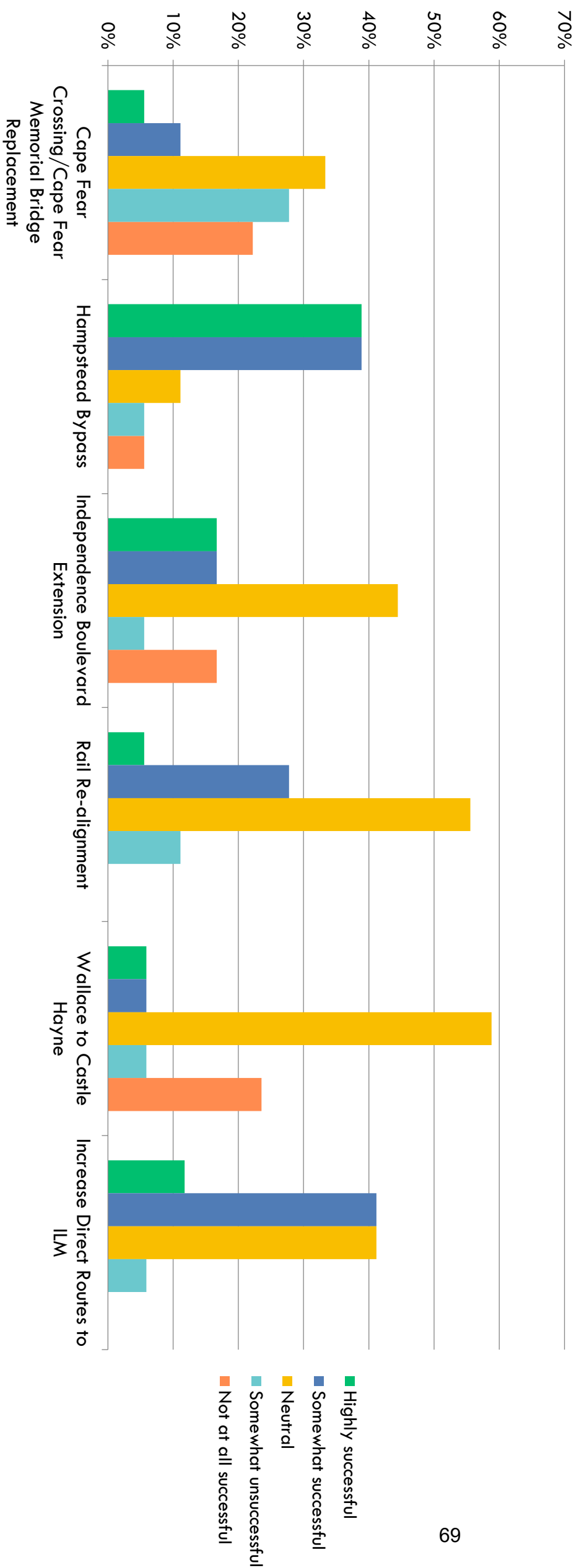
Overall, how would you compare the current state of mobility in the Wilmington Metropolitan Planning Area to that of five years ago?



Mixed Success in Accomplishing WMPO Targets

- The Hampstead Bypass is seen as the most successful project of these targets
- The Cape Fear Crossing is the only project viewed as unsuccessful by the majority of respondents
- The other four projects were rated as having had neutral levels success
- *“Difficult to rate success as construction has not begun on these projects”*

The WMPO Board identified the following tactical priorities as targets for its 2017-2021 short-range strategic business plan. How successful has the WMPO been in accomplishing these targets?



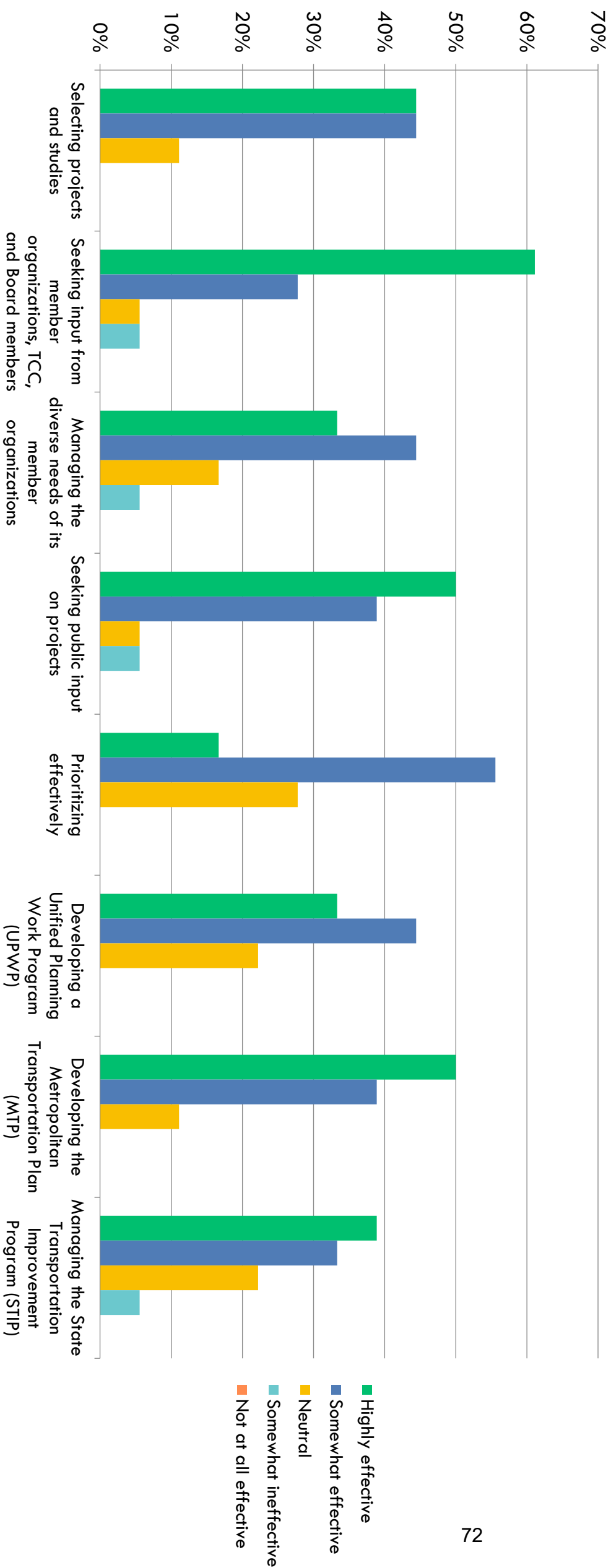
Future Priorities and Considerations

- Focus on completing the projects already underway before beginning others
- Prioritize pedestrian safety
- Long term improvements and projects are paying off but there are still some areas that need focus
- Prioritize the Cape Fear Crossing
- *“Spread the opportunities to other communities besides New Hanover / Wilmington Area”*

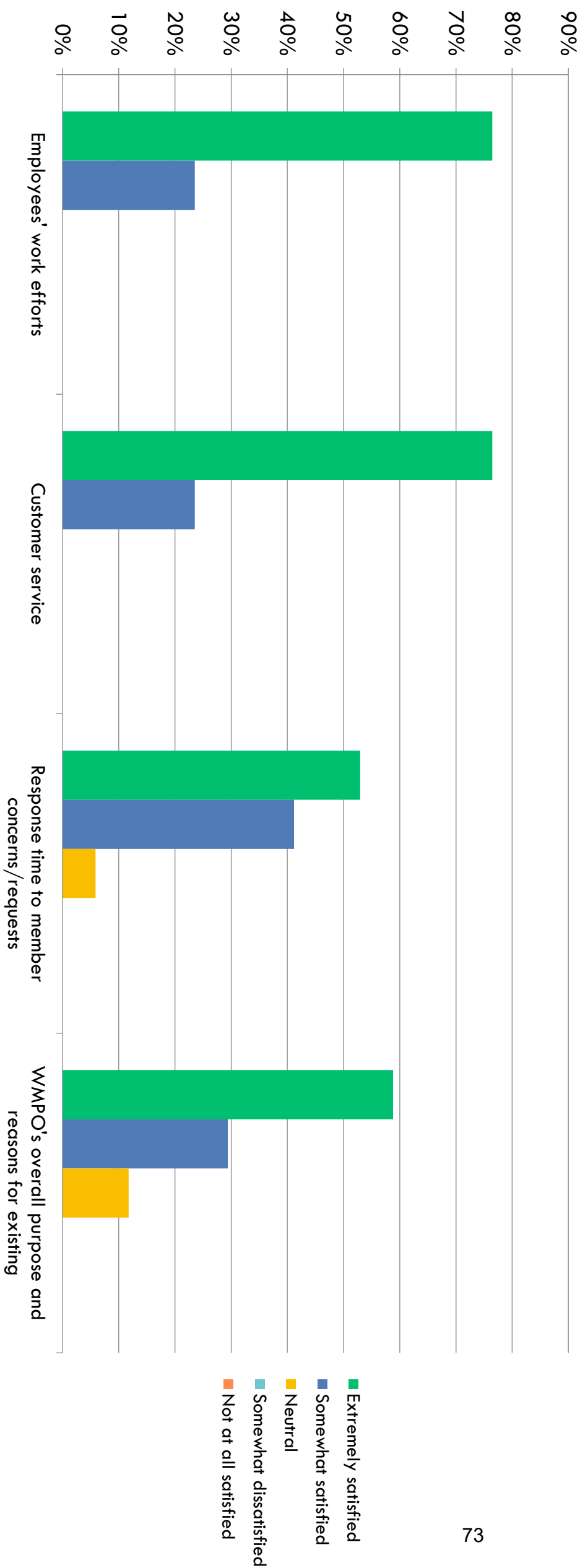
WMPO Rated High in Overall Effectiveness

- WMPO is viewed as effective across all 8 organizational goal areas
- Some Board members noted that there is an opportunity to improve the State Transportation Improvement Program (STIP) for WMPO
- *“Work more closely with the General Assembly and ensure they are paying attention to WMPO’s needs”*
- *“More consistent and timely communication is necessary, both with the public and partner organizations”*

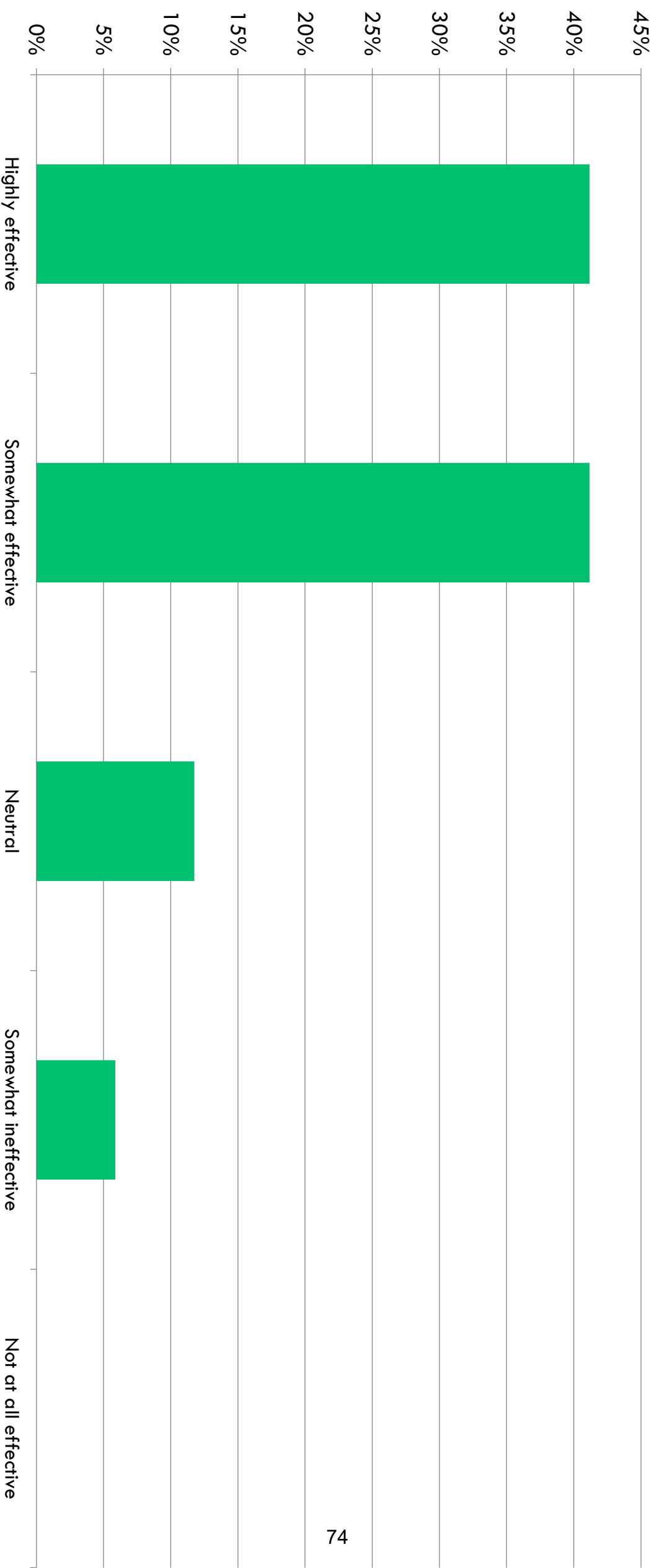
How effective is the WMPO at accomplishing the following organizational goals?



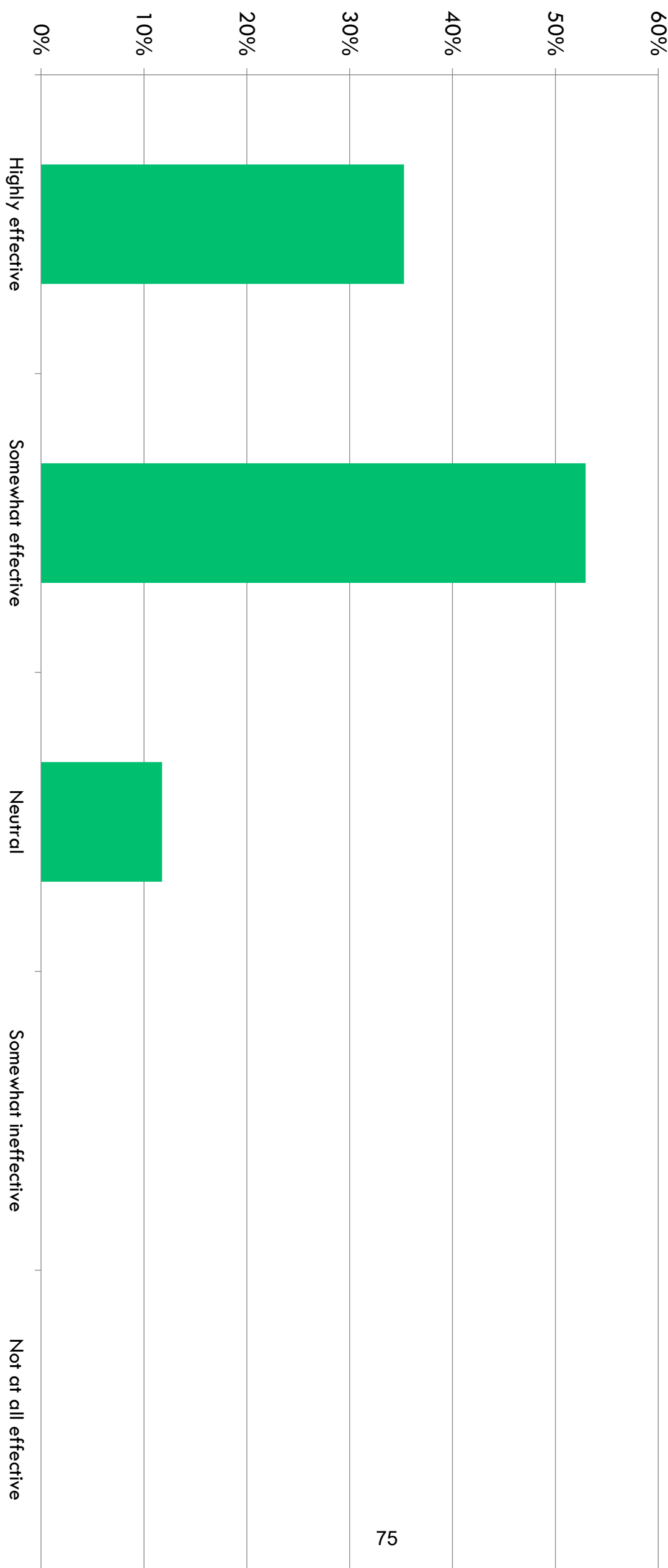
What is your level of satisfaction with the following aspects of WMPO's operations?



How effective are the WMPO's communication efforts?



Overall, how effective is the WMPO as an organization?



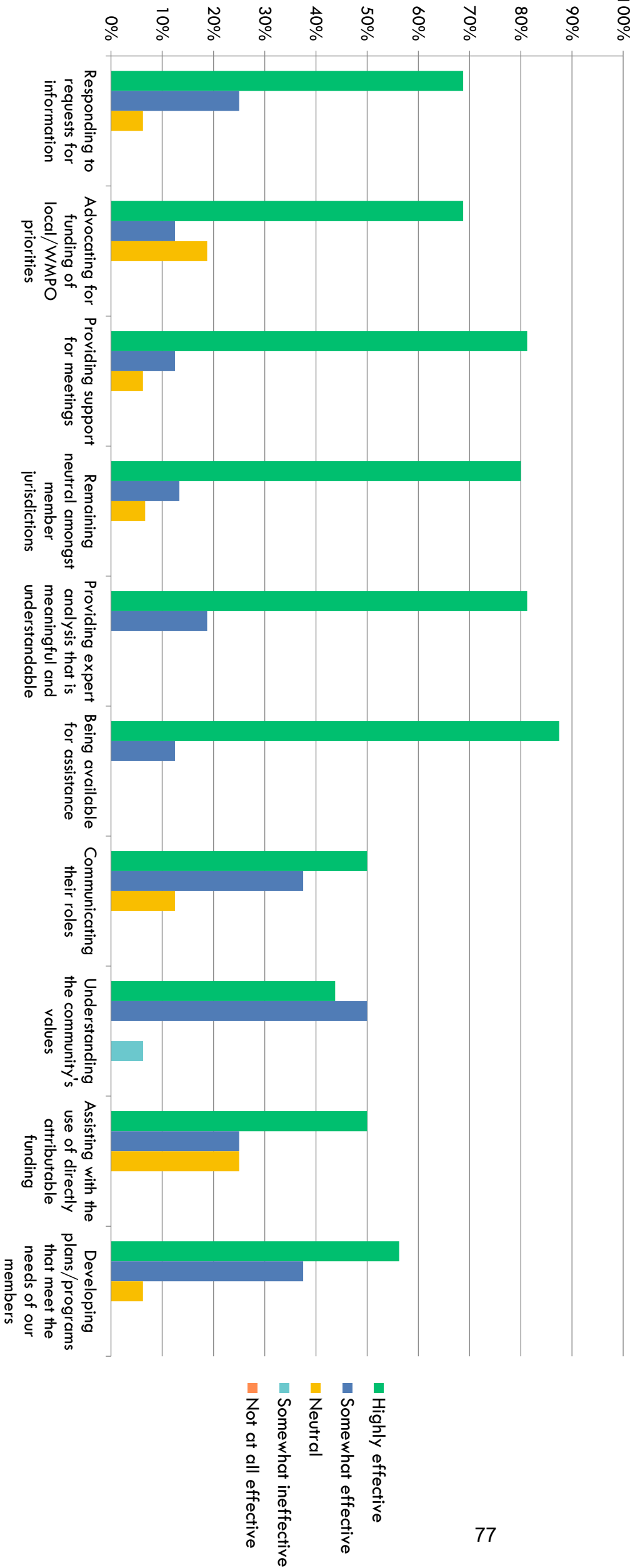
WMPO Staff Rated Highly Effective

WMPO staff are viewed as highly effective (and many respondents thanked the staff for their hard work)

Areas for Improvement:

- *“Staff should engage in more consistent communication with State partners”*
- *“Staff should prioritize equity in decision making”*

How effective are the WMPO staff members at accomplishing the following goals?



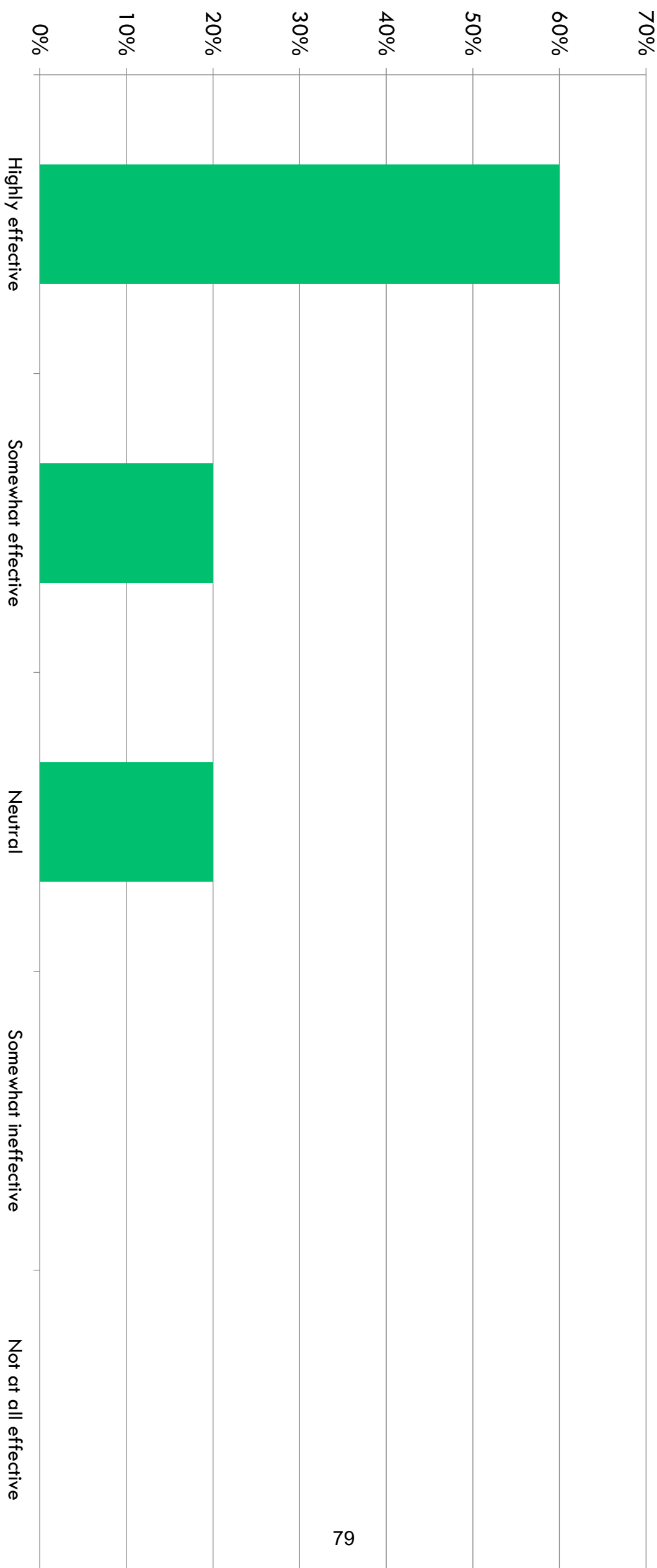
WMPO Board Members Orientation and Communication with Staff Rated Highly

Overall, new member orientation is seen as highly effective for preparing new board members for their role

Areas for Improvement

- *“New members should have more hands-on experience working with staff and supporting organizations during the orientation process”*

How effective was the orientation process for new Board members?



How effective are committee/Board members and WMPO staff at communicating with each other and exchanging information?

