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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.

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: April 8, 2021
SUBJECT: April 14th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, April 14, 2021 at 10 am. 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:

<https://zoom.us/j/96877813412?pwd=dnF5bVhaQWVjWEVsZVVycDJ0bzNhdz09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in numbers: 312 626 6799 or 646 558 8656 and entering the following credentials:

Meeting ID: 968 7781 3412

Password: 521963

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of the Agenda
- 3) Presentation
 - a. "Be A Looker" Campaign- Nick Cannon, WMPO
 - b. Proclamation- "May as Bike Month"
 - c. Belville 2030 Plan
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- March 17, 2021
 - b. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-3
- 5) Regular Agenda
 - a. Resolution adopting Cape Fear Change in Motion 2020 TDM Plan
- 6) Discussion

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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- a. COVID-19 Direct Attributable Funding Proposal
 - b. Community Project Funding (Earmarks)
 - c. Prioritization 6.0 Local Input Methodology
 - d. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-4
- 7) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division
 - d. NCDOT Transportation Planning Division
 - 8) Announcements
 - a. Go Coast TDM Committee Meeting-May 20, 2021
 - 9) Next meeting- May 12, 2021

Attachments:

- Proclamation- "May as Bike Month"
- TCC Meeting Minutes-March 17, 2021
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications 21-3
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-3
- <https://www.gocoastnc.org/cape-fear-change-in-motion-2020/>
- Cape Fear Change in Motion 2020 TDM Plan Memorandum
- Resolution adopting Cape Fear Change in Motion 2020 TDM Plan
- Highway Infrastructure Programs – Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIPCRRSAA) Implementation Guidance
- COVID-19 Direct Attributable Funding Proposal Memorandum
- Prioritization 6.0 Local Input Methodology
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-4
- Wilmington Urban Area MPO Project Update (April)
- Cape Fear Public Transportation Authority Update (April)
- NCDOT Division Project Update (April)
- NCDOT Transportation Planning Division Project Update (April)



PROCLAMATION

Naming May 2021 as Bike Month

WHEREAS, the month of May is National Bike Month, May 17-23, 2021 is National Bike to Work Week, and Friday, May 21, 2021 is National Bike to Work Day as designated by the League of American Bicyclists; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to the promotion of safe and convenient bicycling for both transportation and recreation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to promoting the safe use of bicycles on streets and trails throughout the region, through its long-range planning efforts, and support for local projects like the Gary Shell Cross City Trail, the Carolina Beach Greenway, the Village Road Multi-Use Path, and Belville Multi-Use Path, and many others; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has promoted bicycle safety awareness and education through the “Be A Looker” campaign and involvement in the Watch for Me NC safety program; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, through the Go Coast Program, is committed to alleviating traffic congestion by providing choices in transportation infrastructure and ensuring a clean and healthy environment.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization Board proclaims that May is Bike Month and will continue to promote safe cycling opportunities for the citizens of the Wilmington Urban Area.

David Piepmeyer, Chair

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, March 17, 2021
Meeting Minutes**

Members Present

Mike Kozlosky, WMPO Executive Director
Marty Little, New Hanover County
Nick Cannon, MPO Go Coast Program
Robert O'Quinn, Town of Wrightsville Beach
Granseur Dick, Wilmington International Airport
Stephanie Ayers, NC State Ports Authority
Adrienne Harrington, Town of Belville
Ashli Barefoot, Town of Leland

Barnes Sutton, Town of Navassa
Helen Bunch, Brunswick County
Sam Shore, Pender County
Patrick Flanagan, Cape Fear Council of Governments
Caitlin Marks, Division of Highways, NCDOT
Nazia Sarder, Transportation Planning Branch, NCDOT
Vanessa Lacer, Cape Fear Public Transportation
Authority

Others Present

Abby Lorenzo, WMPO Deputy Director
Trevor Stewart, WMPO GIS Analyst
Scott James, WMPO Transportation Planning
Engineer
Regina Hopkins, WMPO Senior Accountant
Zach Manfredi, WMPO Associate Transportation
Planner
Marie Parker, Executive Director, Wave Transit

Megan Matheny, Deputy Director, Wave Transit
Zachary Bugg, Senior Engineer, Kittelson &
Associates
Cheryl Hannah, Senior Transportation Planner, HDR
Eric Keravuori, Professional Engineer, Planner,
Realtor and Development Consultant
Sandy Faulk

1) Call to Order

Chairman Mike Kozlosky called to order the remote meeting at 10:00 a.m. and took a roll call pursuant to Section 4.31 of Senate Bill 704 (Session Law 2020-3). A quorum was present, as follows:

Present: Mike Kozlosky, Marty Little, Nick Cannon, Robert O'Quinn, Stephanie Ayers, Adrienne Harrington, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan, Nazia Sarder and Vanessa Lacer.

Absent: Denys Vielkanowitz, Ed Parvin, Mandy Sanders, Granseur Dick, Barnes Sutton and Caitlin Marks.

2) Approval of the Agenda

Chairman Kozlosky requested to add a discussion item on the Environmental Justice Small Grant.

Mr. Shore made a motion to approve the agenda as amended. Ms. Ayers seconded the motion and it carried unanimously by roll call, as follows:

Ayes: Mike Kozlosky, Marty Little, Nick Cannon, Robert O'Quinn, Granseur Dick, Stephanie Ayers, Adrienne Harrington, Ashli Barefoot, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Ed Parvin, Mandy Sanders and Barnes Sutton.

3) Presentation

a. Go Coast Change in Motion 2020 TDM Plan - Nick Cannon, WMPO

Go Coast TDM Program Coordinator Nick Cannon gave brief presentation on the short-range TDM plan, Change in Motion 2020, which has been in development during the last few months. He noted that the plan identifies strategies that can be implemented in one to five years to mitigate traffic congestion in diversified modes within the region. He added that the overall goal of the plan

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March 17, 2021

is to reduce vehicle miles traveled by 10% over the next five years and read the mission statement, as follows:

To provide area residents with the resources and offer motivation to choose healthy, sustainable, and effective multi-modal transportation to reduce stress on the road network and to increase alternative means of mobility.

Mr. Cannon stated that the Go Coast Committee reviewed the TDM element and survey responses from the long-range Metropolitan Transportation Plan (MTP) to develop a survey for the short-range TDM plan. He added that a 30-day public comment period including a virtual open house were held prior to the committee prioritizing the resulting seven strategies, as follows:

1. Alternative work schedules – deploy education and outreach to area employers
2. Bike share program – identify points of interest for connection through bike share
3. Carpooling and vanpooling – promote Share the Ride NC, and park-and-ride lots
4. Consulting for telecommuting opportunities – provide new service to Go Coast members first and later to employers throughout the region
5. Fostering a bicycle and pedestrian friendly culture – continue programs such as “Be A Looker,” Watch For Me NC, and NC Vision Zero
6. TDM-focused collaboration – apply TDM strategies, advocacy, multi-modal infrastructure, coordination with the Technical Review Committee (TRC), Wave Transit, Bicycle Pedestrian Advisory Committee, and planning staffs of member jurisdictions
7. Personalized commuter plans - offer to those within the MPO planning boundary

Mr. Cannon said that a scorecard was developed to assess the priorities – ease of implementation, cost, existing conditions, demand, impact on traffic, and impact on multi-modal transportation. He noted that work plans will give actionable and measurable guides to the success of each strategy. He added that the plan can be implemented and presented to member jurisdictions after being presented to the MPO Board for consideration next month.

4) Consent Agenda

- a. Approval of TCC Meeting Minutes - February 10, 2021
- b. Resolution approving the 2020-2029 STIP/MPO TIP Amendment 21-1
- c. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-2
- d. Resolution approving the FY 22 Section 5310 Grant Awards
- e. Resolution approving the FY 22 Unified Planning Work Program
- f. Resolution certifying the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Planning Process
- g. Resolution supporting the allocation of additional Direct Attributable Funds to the US 421/ Lake Park Drive and Hamlet Avenue Traffic Signal
- h. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendment 21-2

No items were pulled from the Consent Agenda.

Mr. Dick made a motion to approve the Consent Agenda, Items 4a through 4h, as presented, and to forward the items to the MPO Board for consideration.

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

Ayes: Mike Kozlosky, Marty Little, Nick Cannon, Robert O’Quinn, Granseur Dick, Stephanie Ayers, Adrienne Harrington, Ashli Barefoot, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Ed Parvin and Mandy Sanders.

5) Regular Agenda

a. Resolution approving the Allocation of Surface Transportation Block Grant-Direct Attributable Funds to New Hanover County for the Middle Sound Connector, Cape Fear Public Transportation Authority for the Automated Passenger Counters, and NC State Ports for North Gate Feasibility Study

Transportation Planning Engineer Scott A. James gave brief presentation on the proposed allocation of Surface Transportation Block Grant-Direct Attributable (STBG-DA) funds. He noted that in November of 2020, the MPO issued a call for projects in response to the one-year extension of the FAST Act. In response to the call, three applications were received:

1. New Hanover County – Middle Sound Loop to Porters Neck Connector Construction. Total cost: \$691,481 (MPO \$553,472)
2. Cape Fear Public Transportation Authority, Wave Transit – Install automatic passenger counter technology. Total cost \$200,000 (MPO \$160,000).
3. NC Ports Authority – Partially fund a feasibility study for a north gate access. Total cost: \$212,500 (MPO \$200,050).

Mr. James recommended that all three receive the award of funds requested totaling \$960,472.

Ms. Harrington made a motion to approve allocations as recommended by staff. Mr. Cannon seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Kozlosky, Marty Little, Nick Cannon, Robert O’Quinn, Granseur Dick, Stephanie Ayers, Adrienne Harrington, Ashli Barefoot, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Ed Parvin and Mandy Sanders.

6) Discussion

a. COVID-19 Direct Attributable Funding Allocation

Chairman Kozlosky stated that with the COVID-19 Relief Bill, the MPO received \$1,133,045. He noted that these funds must be obligated by September 30, 2024. He added that based on the legislation, the funds are payable up to 100% and can be used in a similar manner to the MPO’s Direct Attributable funding. He explained that this allocation will act more as a stimulus than a relief fund for COVID issues. He requested feedback from the committee regarding the MPO’s approach for the allocation of these funds. He reminded the committee that Surface Transportation Block Group-Direct Attributable (STBGP-DA) and Transportation Set Aside-Direct Attributable (TASA-DA) allocations are 80% payable and require a 20% match from the members. He pointed out that funds might go further with the 80/20. However, having to provide a 20% match might limit participation.

In response to an inquiry by Mr. Flanagan, Chairman Kozlosky said that no community has communicated difficulty in securing a match as an obstacle to submitting projects for funding. He proposed the 100% payable approach. Mr. Dick concurred with the 100% approach.

It was the consensus of the committee to move forward with a 100% payable call for projects.

Ms. Harrington pointed out that not having to provide the match would be helpful, although the match has not prevented the Town of Belville from applying in the past.

In response to an inquiry by Ms. Matheny, Chairman Kozlosky said that establishing a timeline is the next step in issuing a call for projects within the next two to three months if not sooner.

b. Surface Transportation Legislation (Earmarks)

Chairman Kozlosky stated that the House Transportation and Infrastructure Committee is considering a new surface transportation authorization legislation in view of the FAST Act expiring at the end of September. As part of this review, the committee is considering including earmarks. He noted that some requirements for members of Congress to submit earmarks have been established, which have been included in the agenda packet.

Chairman Kozlosky stated that the MPO has had some discussion with NCDOT who encouraged that any earmarks be included in the existing State and MPO Transportation Improvement Programs (TIP). He asked if there was any desire to pursue earmarks. If so, a recommendation would be presented to the MPO Board for consideration. He explained that the earmarks would mean seeking to add federal dollars to existing STIP projects, which would require coordination with the Department.

Mr. Flanagan inquired about any conversation with MPOs across the state. He noted that the RPOs have expressed concerns regarding negative impacts to STI legislation. Chairman Kozlosky said that although the MPOs have not discussed it, a conversation was held with DOT, who pointed out that if a project is submitted for an earmark and is not in the STIP, the money would likely sit there because it would circumvent the prioritization process that the Department has established.

Mr. Flanagan inquired if it would work like the BUILD Grant. Chairman Kozlosky said that it would. He commented that this would be an opportunity for projects in the back years of the STIP to be accelerated. He cautioned that any earmarked project would need to meet federal qualifications. For example, the Hampstead Bypass Project would not qualify, because it was prepared with a state environmental document and not a federal one. Therefore, it is not eligible for federal funds.

Mr. Flanagan inquired about the number of projects the Department would support across the state. Chairman Kozlosky said that this has yet to be determined and that the MPO would need to ascertain the support of the Department.

Ms. Marks commented that she has not worked with earmarked projects before; but has a call with the State STIP Unit tomorrow. She speculated that earmarks would still need to adhere to the program requirements of keeping dollar amounts within a certain percentage. She anticipated challenges in avoiding overprogramming.

Chairman Kozlosky commented that earmarks have created issues for the Department and the City of Wilmington in the past. He noted that this item would be brought back for discussion at next

month's meeting. He added that Congress is holding a hearing on April 14 after which time additional information may be available.

Mr. Flanagan inquired if higher or lower dollar projects are preferred. Chairman Kozlosky said the MPO would need to consult with the Department as to which projects it would want to advance.

c. 2021 River to Sea Ride

Go Coast TDM Coordinator Nick Cannon reminded the committee members that the 2020 River to Sea Bike Ride event was canceled due to COVID-19. He noted that at the last WMPO Bicycle and Pedestrian Advisory Committee meeting, the committee recommended postponing this year's event until the fall, likely September or early October. He noted that a day has not been finalized yet and would need to be coordinated with the Town of Wrightsville Beach.

d. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-3

Chairman Kozlosky noted that this item is for information purposes only and will be brought back for consideration at the next TCC meeting.

e. 2021 Environmental Justice Small Grant

Chairman Kozlosky stated that Ms. Ayers forwarded this information to him and requested that it be added to the agenda. He noted that the 2021 Environmental Justice Small Grant is an opportunity for communities living near port or rail facilities to address air quality issues at coastal and inland ports or at rail yards. The maximum grant amount is \$50,000 and applications are due May 7, 2021.

Ms. Ayers said that the Ports are willing to partner with any entity eligible for this grant that has an interest. She commented that much is coming from the current administration related to environmental justice, and the port is adjacent to environmental zones. She pointed out that the Town of Navassa with Davis Rail Yard may have some interest in this grant.

Mr. Barnes inquired about language for the grant. Chairman Kozlosky said he would forward the information to the entire committee.

7) Updates

a. Wilmington Urban Area MPO

b. Cape Fear Public Transportation Authority

c. NCDOT Division

d. NCDOT Transportation Planning Division

Mr. Kozlosky stated that the updates are included in the agenda packet.

Ms. Marks inquired about additional DA funds requested for the Carolina Beach traffic signal at Lake Park Boulevard and Hamlet Avenue. Chairman Kozlosky responded that it was approved as part of the Consent Agenda.

Chairman Kozlosky stated that under the Division updates, the Department notified the MPO that it restarted the Independence Boulevard Extension Project and the Military Cutoff and Eastwood Road Interchange projects in March, which was among an increasing number of projects being restarted by the Department.

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March 17, 2021

Ms. Marks reminded the group that Division receives a list of added projects monthly, and that she revises the Division update monthly for the MPO.

8) Announcements

a. Bike/Pedestrian Committee Meeting – April 13, 2021

b. Next TCC meeting – April 14, 2021

9) Adjournment

Ms. Ayers made a motion to adjourn, seconded by Ms. Bunch, and the motion carried unanimously by roll call as follows:

Ayes: Mike Kozlosky, Marty Little, Nick Cannon, Robert O’Quinn, Granseur Dick, Stephanie Ayers, Adrienne Harrington, Barnes Sutton, Helen Bunch, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder and Vanessa Lacer. **Nays:** None. **Absent:** Denys Vielkanowitz, Ed Parvin, Mandy Sanders and Ashli Barefoot.

There being no further business, the meeting was adjourned at 10:42 a.m.

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 Modification #21-3 (March 2021)

STIP MODIFICATIONS

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-3 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 #21-3.

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 #21-3.

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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MEMORANDUM

To: MPO Board Members
From: Nick Cannon, Transportation Demand Management Coordinator
Date: April 7, 2021
Subject: Summary of Changes to Short-Range TDM Plan

The intent of the Short-Range Transportation Demand Management Plan is to recommend, support, and implement expansion of transportation options in the Wilmington Urban Area, and essentially, to alter the perception of transportation from driving a personal vehicle to also include the myriad of transportation choices that are currently available in the region. The plan outlines viable strategies to mitigate traffic and reduce stress on the roadway network that can be implemented in one to five years.

The first Short-Range Transportation Demand Management Plan for the WMPO Area was created in 2015. *Work Cape Fear: Expanding Commuter Options in the Cape Fear Region* identified fourteen strategies that focused on equipping and enabling employers and employees with tools to increase ease of commuting to and from work and expand mobility options within the workplace. The 2015 plan focused strictly on how to reduce vehicle miles traveled by the average commuter.

The process to update this plan began with the Go Coast Committee's evaluation of the TDM element of the long-range plan update *Cape Fear Moving Forward 2045* which includes short, medium, and long-range TDM strategies for the WMPO region. The Go Coast Committee developed goals and a mission statement for *Cape Fear Change in Motion 2020* and reviewed public survey responses from the public outreach period of *Cape Fear Moving Forward 2045*. Go Coast released an additional public survey that prompted respondents to provide their preference on how alternative transportation can be used in the future and what strategies should be prioritized by Go Coast over the next five years. Over 250 individuals completed the 28-question survey. These responses were used to identify seven strategies to reduce Vehicle Miles Traveled (VMT) in the region over the next five years. Each strategy was then given a score between one and three in the categories of ease of implementation, cost, existing conditions, demand, impact on VMT, and impact on traffic. Strategies that received an 11 or higher were deemed primary, while strategies receiving a score below 11 were deemed secondary.

Wilmington Urban Area Metropolitan Planning Organization

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Cape Fear Change in Motion 2020 identifies seven strategies to decrease VMT by 10% over the next five years. This plan update broadens its goals to increase multimodal travel for trips of every type by incorporating a variety of strategies that can be used by regional employers and organizations as well as individuals in day-to-day life. Some of the same strategies recommended in the previous plan remained and were amended to service the entire population and given new goals and objectives for evaluation. *Cape Fear Change in Motion 2020* outlines strategies that can be incorporated by organizations *and* individuals in the WMPO Area to expand the use of alternative transportation in the region.

The table below depicts *Work Cape Fear: Expanding Commuter Options in the Cape Fear Region*'s fourteen identified strategies compared to *Cape Fear Change in Motion 2020*'s seven strategies.

<i>Work Cape Fear: Expanding Commuter Options in the Cape Fear Region (2015)</i>	<i>Cape Fear Change in Motion 2020</i>
Alternative Work Schedules	Alternative Work Schedules
Development Review	Bike Share Program
Full Time TDM Staff	Carpool and Vanpool
Park & Ride Lots	Consulting for Telecommuting
Bike/Ped Infrastructure	Fostering a Bicycle and Pedestrian Friendly Culture
Campus Car Share	Improved TDM-Focused Collaboration
Employer Transit Coordinator	Personalized Commuter Plans
Commuter Transit Routes	
Campus Bike Share Program	
Consulting Services for Telecommuting	
Employer Shuttle	
Transportation Management Districts	
Carpool and Vanpool	
Transit Amenities	

An additional expansion from the 2015 plan is that each strategy included in *Cape Fear Change in Motion 2020* has been given a work plan and scorecard to implement and monitor the strategy's success. These strategic work plans and implementation scorecards incorporate approaches that highly encourage, but do not solely depend on, participation from area employers and their employees. Instead, these tactics outlined reach beyond just employee commuting trips to encourage and enable WMPO Area residents to explore and adopt multimodal travel in their everyday lives.

The full *Cape Fear Change in Motion 2020* plan and appendix can be found at www.gocoastnc.org.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

RESOLUTION ADOPTING *CAPE FEAR CHANGE IN MOTION 2020*

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 N.C. Board of Transportation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Demand Management program, also known as Go Coast, exists to increase the use of multimodal travel in the region through encouraging and enabling area residents to utilize alternative transportation to diversify mode use and alleviate stress on the current roadway network; and

WHEREAS, Go Coast has developed an update to the Short-Range Transportation Demand Management Plan entitled *Cape Fear Change in Motion 2020* to strategically guide Go Coast program initiatives for the next five years; and

WHEREAS, the *Cape Fear Change in Motion 2020* plan outlines seven strategies that may be implemented to decrease vehicle miles traveled in the Wilmington Urban Area MPO region through the use of these strategies; and

WHEREAS, the overarching goal of Cape Fear Change in Motion 2020 plan is to reduce Vehicle Miles Traveled (VMT) by 10% between 2021 and 2025; and

WHEREAS, the *Cape Fear Change in Motion 2020* plan was developed by the Wilmington Urban Area Metropolitan Planning Organization's Go Coast Committee in coordination with the TDM Coordinator, local municipal and county staff, service organizations, subject matter experts, and the general public; and

WHEREAS, public comments were solicited during an initial public outreach before the plan was written and a second, thirty-day public comment period was held to receive comments on the draft plan; and

WHEREAS, the final plan was approved by the Go Coast Committee on February 18, 2021.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the *Cape Fear Change in Motion 2020* plan.

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Memorandum

Subject: **INFORMATION:** Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) Implementation Guidance Date: February 24, 2021

From: /s/ original signed by Reply to Attn. of:
HISM-10

Hari Kalla
Associate Administrator
Office of Infrastructure

Brian R. Bezio
Chief Financial Officer

To: Division Administrators
Directors of Field Services

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

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

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

Attachment

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

Implementation Guidance (February 24, 2021)

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

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

I. General

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

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

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

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

II. Funding Distribution and Transfers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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Memorandum

To: Mike Kozlosky, Executive Director, WMPO

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

Date: April 8, 2021

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

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

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

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

After review of the current method used to score and award projects, staff suggests modifying the evaluation methodology to allow for the additional complicating factors resulting

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

from the Covid-19 pandemic. In addition, the election to support 100% federal funding removes the need to award project preference points for any local match of funds.

Therefore, staff recommends modifying the current evaluation methodology in the following three (3) areas:

- 1) Remove the local match percentage (worth up to 5 points out of 83 total)
- 2) Include a metric to distinguish between an existing or new project
- 3) Include a metric to permit documentation of hardships resulting from Covid-19 related events or consequences.

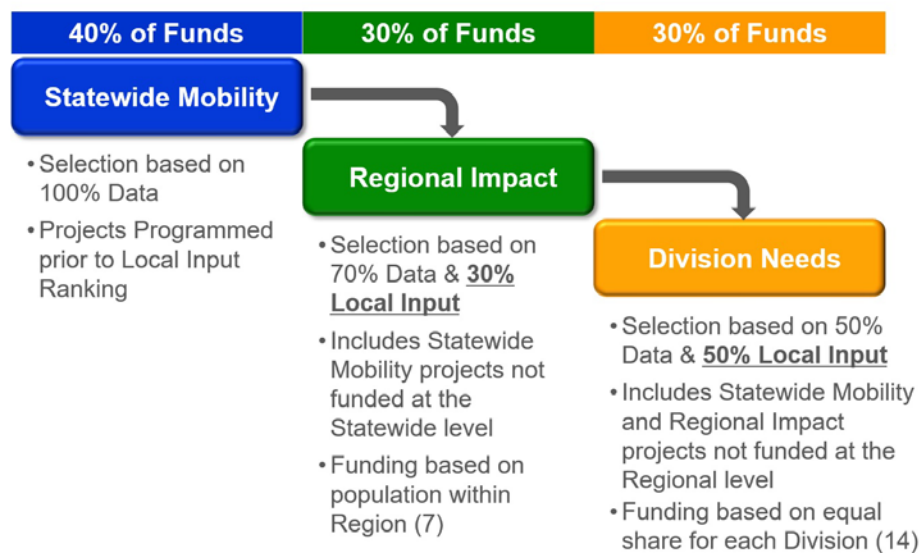
Staff proposes to present this recommendation for discussion and direction from the TCC and the MPO Board at the regularly scheduled April meetings.

Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data driven process called Prioritization.

The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 6.0 (P 6.0) for the Regional and Division categories. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

Each of the three funding categories identified under the Strategic Transportation Investments have their own criteria.



This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at least one being qualitative, for determining project prioritization. The following methodology has been developed by the Wilmington Urban Area MPO for the purposes of determining transportation funding priorities for Prioritization 6.0.

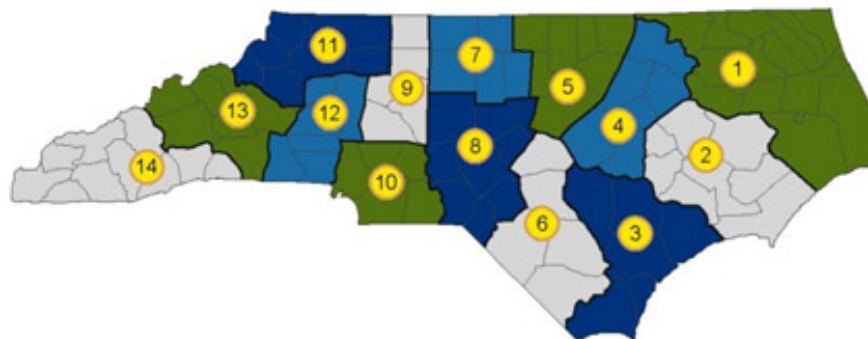
The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

1. Selection of projects for consideration in the Statewide, Regional and Division levels;
2. Receive quantitative scoring of submitted projects that has been determined by NCDOT's Strategic Prioritization Office of Transportation (SPOT);
3. Develop draft qualitative scoring of projects and ranking;
4. Public involvement process; and
5. Finalize project scoring and ranking.

Each tier of funding is listed below:

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

NCDOT Divisions



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

Selection of Projects for Prioritization 6.0

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

Description of Criteria and Weights

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

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

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

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

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

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

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

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

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

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

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

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

Total Score and Project Ranking

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

Example:

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

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

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

Final Local Input Point Assignment

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

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

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

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

Schedule and Public Outreach

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

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

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

Prioritization 6.0 Process Schedule 2019 - 2022

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

Point Assignment Process

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

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

Local Input Point Criteria

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

Local Input point Assignment Results

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

Material Sharing

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

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

* TI-6109 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	OPERATIONS	FY 2021 -	\$2,698,000	(5311)
		<u>MODIFY FEDERAL FUNDS RECEIVED FROM FTA BASED ON FY 21-22 GRANTS.</u>			\$2,698,000	

* TM-0033 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5311(F) INTERCITY BUS - STATE ADMIN <u>MODIFY FEDERAL FUNDS RECEIVED FROM FTA BASED ON FY 21-22 GRANTS.</u>	OPERATIONS	FY 2022 -	\$2,698,000	(5311)
					\$2,698,000	

* TU-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT. <u>CORRECT FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	PLANNING	FY 2021 - FY 2021 -	\$12,000 \$110,000	(S) (5312)
					\$122,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

**WILMINGTON URBAN AREA
MPO
April 2021**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

- Public input survey to close on April 9, 2021
- Second Stakeholder meeting to be held in mid-May
- Final plan recommendations by June 30, 2021.

SITE DEVELOPMENT REVIEW

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

- New Hanover County Development Plan Reviews: 8 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 3 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 0 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 16 total (12 on-going; 4 new): New Hanover County 4 (1 new), City of Wilmington 3 (2 new), Carolina Beach 1 (1 new), Town of Leland 2, Town of Navassa 0, Pender County 5, and Brunswick County 1
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 64 reviews (5 new, 59 on-going)
- City of Wilmington Informal Reviews: 30 reviews (8 new, 22 on-going)
- City of Wilmington Concept Reviews: 0 reviews ()
- COW Project Releases: 14 released

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

U-6234 MULTI-MODAL PHASE 1 B

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

Project Status and Next Steps:

- City Council approved a request for additional funds at their February 2nd meeting
- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- Supplemental Agreement #1 sent from NC DOT for review
- 90% design comments transmitted to HDR on March 28, 2021
- Final design package under development – anticipated delivery date mid-April

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TASA-DA

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

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

Project Status and Next Steps:

- Construction survey underway
- Construction underway- clearing, grading & stabilization
- Grade inspection and testing scheduled for March 29, 2021
- Asphalt scheduled for mid-week, weather permitting
- Approximately 50% complete with construction

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Project Status and Next Steps: Initiatives

1. Be A Looker
 - a. Go Coast created the "Be A Looker" bicycle and pedestrian safety education campaign in 2019. Be A Looker is a high level marketing campaign that incorporates a variety of outreach tactics to educate drivers, cyclists, and pedestrians on how to be vigilant on the roadway.
 - b. The Go Coast committee has recommended to hold this campaign every other year. Preliminary planning for the 2021 campaign has begun. This will take place from May to October 2021 and will include in-person safety programming with the Wilmington Fire Department.
 - c. TDM Coordinator has reached out to TCC members to assess possibility for event partnerships with Member Jurisdictions
 - d. <https://www.gocoastnc.org/bealooker/>
2. Go Coast Commuter Challenge Sub-Committee
 - a. Go Coast has formed a sub committee comprised of committee members from the Bicycle and Pedestrian Advisory Committee and the Go Coast Committee
 - b. This sub-committee will explore opportunities to improve the annual Commuter Challenge event and increase participation. First meeting of this committee took place April 1st.
3. 31st Annual River to Sea Bike Ride
 - a. The Board has approved the Bicycle and Pedestrian Advisory Committee's recommended to postpone the River to Sea Ride until the fall. TDM Coordinator will correspond with Wrightsville Beach staff to narrow down dates for this event.
4. Wilmington Bicycle Friendly Community Taskforce
 - a. Go Coast is leading a taskforce to evaluate the report card provided in the League of American Bicyclists' bicycle friendly community application as well as other opportunities for improvement identified by the group.
 - b. the Bicycle Friendly Community Taskforce met in February and developed a small list of action items to begin working on. This taskforce will meet quarterly.
5. Short Range TDM Plan Update

- a. The final Draft of Cape Fear Change in Motion 2020 will go before the Board for consideration for approval in April 2021
- c. This plan will guide Go Coast initiatives in the WMPO region for the next 5 years.

6. Micro Mobility

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

7. Ordinance Review

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

8. Bicycle Suitability Map Update

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

9. Wilmington Area "Bike There" Map

- a. The Go Coast Committee expressed interest in the development of a map that highlights bikeable destinations in the WMPO area to encourage residents to bike instead of drive during National Bike Month in May.
- b. This map will indicate local businesses, shopping canters, parks, museums, and more that are safely accessible by bicycle.

10. Bike Month

- a. Go Coast will hold its annual Bike Month to encourage residents to substitute a bicycle in place of a single occupancy vehicle.
- b. Participants will be encouraged to track their trips in Share the Ride NC or Strava.
- c. Top participants may win gift cards donated by Two Wheeler Dealer

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



Cape Fear Public Transportation Authority

Project Update

April 2021

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

Transportation offerings, as referenced, continue under each phase of the vaccination distribution plan. As of close of business Friday, April 2, 2021, the Authority has performed a total of **265** trips to and/or from vaccination distribution sites to members of our community. Further details and information regarding this effort can be found on the Authority's website at: <https://www.wavetransit.com/>.

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

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

On March 8th, the Authority opened the ninety-day comment period for the purposes of providing a formal opportunity for customers and members of the public to provide feedback on the revised network. A public hearing is scheduled for Thursday, April 22nd at 12:30 pm, and informational sessions are slated for Tuesday, May 4th and Thursday, May 6th from 5:00 pm to 7:00 pm and Saturday, May 8th from 10:00 am to 12:00 pm.

Details regarding service revisions included in the network redesign, a platform for providing comment, and calendar of public engagement opportunities can be found on the project page of the Authority's website, at: <https://www.wavetransit.com/system-network-redesign-2021>. The revised network is scheduled to take effect August 15, 2021.

3. Annual Earth Day Recognition and Try Transit Initiative

On Thursday, March 25, 2021, the Authority's Board of Directors adopted an annual free fare day on Earth Day, beginning April 22, 2021, to encourage citizens to take public transit and reduce air pollution and greenhouse gases in Wilmington and New Hanover County. Utilization of public transit services is proven to reduce CO2 emitted by personal vehicles. This initiative provides an opportunity for members of the public to try public transit and reduce CO2 emissions through use of a shared ride transportation alternative. In preparation of Earth Day, the Authority will encourage transit, walking, and biking, and sustainability as it relates to transit, through a social media campaign. Staff will issue a press release, pass out biodegradable promotional items reminding riders of their good deed on the bus, and engage customers in a positive way by passing out seed packets and other small giveaways at transit stations on Earth Day. Staff will also encourage passengers to utilize existing mobile apps and websites in lieu of handing out paper schedules, maps, or surveys.

Projects in Development

Project Manager				Contract T		TIP	PO	Description		County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Trace Howell		DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass			New Hanover/Pender			Y	Y	1/18/2022
Mike Bass		DPOC	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)			New Hanover			Y	Y	1/20/2022
Eric Murray		DPOC	U-5914	WMPO	Widen NC 133 from US 1774/76 to Old River Rd			Brunswick					6/2/2022
Krista Kimmel		DDRL	U-5926	WMPO	New Route from 23rd St to 26th St			New Hanover					6/21/2022
Eric Murray		DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection			New Hanover					7/7/2022
TBD		DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and			New Hanover 3D					8/4/2022
TBD		DPOC	W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive turn lanes			New Hanover					9/15/2022
Eric Murray		DPOC	W-5703C	WMPO	Monkey Junction Pedestrain Improvements			New Hanover				Y	11/17/2022
Brian Harding		DDRL	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40			New Hanover					6/18/2024
Lydia		DPOC	I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab			Brunswick					10/17/2024
Lydia		DDRL	I-6039	WMPO	I-40 Pavement rehab from Milemarker 420 to NC 210			New Hanover, Pender					4/15/2025
Mike Bass		DDRL	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)			New Hanover					9/16/2025
Lydia		DDRL	I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab			New Hanover					2/17/2026
Trace Howell		DDRL	U-5792	WMPO	MLK at College			New Hanover					6/16/2026
Trace Howell		DDRL	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)			Pender			Y		9/15/2026
Brian Harding		DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout			New Hanover					6/15/2027
Brian Harding		DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover			New Hanover					5/16/2028
Krista Kimmel		DDRL	U-4434	WMPO	Independence Boulevard Extension			New Hanover					6/20/2028
Brian Harding		DDRL	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421			New Hanover					7/18/2028
Trace Howell		DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project			Pender					9/19/2028
Lydia		DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab			New Hanover					11/16/2028
Krista Kimmel		DDRL	U-3338C	WMPO	Kerr Ave Interchange at MLK			New Hanover					12/19/2028
Krista Kimmel		DDRL	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK			New Hanover					12/19/2028
Krista Kimmel		DDRL	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange			New Hanover			Y		6/19/2029
Brian Harding		DDRL	U-5734	WMPO	US 421 Front St Widening			New Hanover					PY
Trace Howell		DDRL	U-5790	WMPO	Monkey Junction Interchange			New Hanover					PY
Brian Harding		DDRL	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr			New Hanover					PY

Project Manager				Contract T		TIP	PO	Description		County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Trace Howell				DDRL	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover		New Hanover			PY
Trace Howell				DDRL	U-5704	WMPO	US 17 (Oleander) at College	New Hanover		New Hanover			PY
Krista Kimmel				DPOC	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover		New Hanover			PY
Trace Howell				DDRL	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover		New Hanover			PY
Trace Howell				DDRL	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover		New Hanover			PY
Brian Harding				DPOC	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover		New Hanover			PY
Jessi Leonard				CSF	W-5703P	WMPO	US 17 and Ploof Rd/Olde Waterford Way	Brunswick		Brunswick	Y		TBD

PE Work Continuing	
Work Continuing for	
Updating Estimate Only	

Date Completed:4/6/2021

PO:WMPO

Contact:Caitlin Marks

910-341-2001

cmmarks@ncdot.gov

Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion Percent Complete
DC00268	TBD	I-5760A	New Hanover	I-140 from I-40 to US 421 Open Grated Friction Course	Feb-21 100.00%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22 46.32%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22 39.92%
TBD	Alex Stewart	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD TBD
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBD TBD
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD TBD
DC00290	Dan Cumbo		New Hanover	I-40 at Exit 420 - GRP 2	Jul-21 83.56%
DC00291	Dan Cumbo		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21 33.49%

Resurfacing										
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete	
C204135	2018	w Hanover/Brunsw	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)	Apr-21	92.79%	



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

April 2021

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

APRIL TPD UPDATES WILMINGTON MPO

APRIL 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 3/11 where we went over the following items:

- Base Year Highway Decision Meeting
- Future Year Highway Review Meeting

Our next meeting is on April 22, 2021 where we will be reviewing the Bicycle and Pedestrian Map and have a decision meeting on the Future Year Highway Network. The survey opened on March 11th and closes on June 9th. As of March 31st, we have over 3,000 responses and we thank everyone on our CTP Steering Committee for the survey outreach.

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

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

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

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