



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

Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that 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: May 6, 2021
SUBJECT: May 12th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, May 12, 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) Consent Agenda
 - a. Approval of TCC Meeting Minutes- April 14, 2021
 - b. Resolution approving the 2020-2029 STIP/MPO TIP Amendments 21-2
 - c. Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-4
 - d. Resolution supporting the allocation of additional Direct Attributable (DA) funding to the Town of Carolina Beach for the Island Greenway (U-5534L)
 - e. Resolution supporting the City of Wilmington's application for the North Carolina Department of Transportation for the 2021 Bicycle and Pedestrian Planning Grant Initiative to update Walk Wilmington: A Comprehensive Pedestrian Plan

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

-
- f. Resolution endorsing the Draft Prioritization 6.0 Local Input Methodology for Review and Approval by the North Carolina Department of Transportation
 - g. Resolution approving Amendment #2 to the FY 20-21 Unified Planning Work Program
 - h. Resolution adopting the Re-alignment of On-Road sections of the East Coast Greenway in the Wilmington Urban Area Metropolitan Planning Organization's Boundary
 - i. Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO TIP Amendments #21-3
 - 4) Regular Agenda
 - a. Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
 - b. Resolution supporting the Completion of a Feasibility Study to Evaluate Potential Solutions for an Improved Bicycle and Pedestrian Crossing on College Road in the vicinity of the University of North Carolina- Wilmington
 - c. Resolution adopting the Coronavirus Response and Relief Supplemental Appropriations Act (COVID-19 Direct Attributable) Project Submittal Guide and Competitive Process
 - 5) Discussion
 - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-5
 - b. Northern Brunswick Bicycling Event
 - c. Resuming In Person Meetings
 - 6) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division
 - d. NCDOT Transportation Planning Division
 - 7) Announcements
 - a. Go Coast TDM Committee Meeting-May 20, 2021
 - 8) Next meeting- June 16, 2021

Attachments:

- TCC Meeting Minutes- April 14, 2021
- Proposed 2020-2029 STIP/MPO TIP Amendments 21-2
- Resolution approving the 2020-2029 STIP/MPO TIP Amendments 21-2
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications 21-4
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications 21-4
- Letter from the Town of Carolina Beach
- Resolution supporting the allocation of additional Direct Attributable (DA) funding to the Town of Carolina Beach for the Island Greenway (U-5534L)
- Resolution supporting the City of Wilmington's application for the North Carolina Department of Transportation for the 2021 Bicycle and Pedestrian Planning Grant Initiative to update Walk Wilmington: A Comprehensive Pedestrian Plan
- Wilmington Urban Area MPO's Draft Prioritization 6.0 Local Input Methodology
- Resolution endorsing the Draft Prioritization 6.0 Local Input Methodology for review and approval by the North Carolina Department of Transportation
- Proposed Amendment #2 to the FY 20-21 Unified Planning Work Program
- Resolution approving Amendment #2 to the FY 20-21 Unified Planning Work Program
- Map of Proposed East Coast Greenway Modifications
- Resolution adopting the Re-alignment of On-Road sections of the East Coast Greenway in the Wilmington Urban Area Metropolitan Planning Organization's Boundary
- Proposed 2020-2029 STIP/MPO TIP Amendments #21-3

-
- Draft Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
 - Resolution adopting the Cape Fear Public Transportation Authority's Locally Coordinated Public Transportation Plan
 - Resolution supporting the Completion of a Feasibility Study to Evaluate Potential Solutions for an Improved Bicycle and Pedestrian Crossing on College Road in the vicinity of the University of North Carolina-Wilmington
 - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Recommended Evaluation Criteria for Special Call for Projects Memorandum
 - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Submittal Guide
 - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Request Form
 - Resolution adopting the Coronavirus Response and Relief Supplemental Appropriations Act (COVID-19 Direct Attributable) Project Submittal Guide and Competitive Process
 - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-5
 - Proposed Northern Brunswick Bicycling Event Memorandum
 - Proposed Northern Brunswick Bicycling Event Map
 - Wilmington Urban Area MPO Project Update (May)
 - Cape Fear Public Transportation Authority Update (May)
 - NCDOT Division Project Update (May)
 - NCDOT Transportation Planning Division Project Update (May)

**Wilmington Urban Area MPO
Technical Coordinating Committee
Wednesday, April 14, 2021
Meeting Minutes**

Members Present

Mike Kozlosky, WMPO Executive Director
Rebekah Roth, New Hanover County
Nick Cannon, MPO Go Coast Program
Robert O'Quinn, Town of Wrightsville Beach
Adrienne Harrington, Town of Belville
Ashli Barefoot, Town of Leland
Barnes Sutton, Town of Navassa
Helen Bunch, Brunswick County
Patrick Flanagan, Cape Fear Council of Governments
Nazia Sarder, Transportation Planning Branch,
NCDOT
Vanessa Lacer, Cape Fear Public Transportation
Authority

Others Present

Abby Lorenzo, WMPO Deputy Director
Scott James, WMPO Transportation Planning
Engineer
Trevor Stewart, WMPO GIS Analyst
Kayla Grubb, WMPO Project Manager
Regina Hopkins, WMPO Senior Accountant
Zach Manfredi, WMPO Associate Transportation
Planner
Marie Parker, Executive Director, Wave Transit
Megan Matheny, Deputy Director, Wave Transit
Marty Little, New Hanover County
Zachary Bugg, Senior Engineer, Kittelson &
Associates
Cheryl Hannah, Senior Transportation Planner, HDR

1) Call to Order

Chairman Mike Kozlosky called to order the remote meeting at 10:01 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, Adrienne Harrington, Ashli Barefoot, Barnes Sutton, Helen Bunch, Patrick Flanagan, Nazia Sarder and Vanessa Lacer. **Absent:** Denys Vielkanowitz, Ed Parvin, Mandy Sanders, Granseur Dick, Stephanie Ayers, Travis Henley and Caitlin Marks.

2) Approval of the Agenda

Ms. Bunch made a motion to approve the agenda as presented. Ms. Barefoot seconded the motion and it carried unanimously by roll call, as follows:

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

3) Presentation

a. "Be A Looker" Campaign - Nick Cannon, WMPO

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

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

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

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

Mr. Cannon stated that the 2021 campaign will run from May to October and be similar to the 2019 campaign with an increased emphasis on community programming to include helmet fittings, and safety lessons in collaboration with the Wilmington Fire Department, and other identified partners. He requested partnering opportunities for education with the WMPO's member jurisdictions such as health and safety events.

Ms. Roth said that in addition to a previously provided contact at New Hanover County Parks and Gardens, she would e-mail contact information for Health Educator Julia Phelps at the Health Department. Mr. Cannon noted that Tara has been in touch and although Parks has no in-person events planned; it would share information on its social media pages.

b. Proclamation: "May as Bike Month"

MPO Deputy Director Abby Lorenzo stated that a proclamation naming May 2021 as Bike Month is included in the agenda packet for the MPO Board to consider at its next meeting. She noted that due to the impacts of COVID-19, the City of Wilmington did not present the proclamation last year or this year as it has in previous years.

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

Ms. Adrienne Harrington, Smart Moves Consulting, the Town of Belville's on-call consulting firm and the TCC's voting representative, gave brief presentation on the Belville Vision 2030 Plan. She encouraged TCC members to visit Brunswick Riverwalk Park at Belville, which is considered the gym of the town. She noted that for the purposes of the plan, the town is looking to expand the park and it's boardwalk to provide access to future downtown amenities fronting the Brunswick River to the east, bounded by US-74/76 further to the north and NC-133 to the west. She added that NCDOT is looking to relocate its facilities on Old River Road, and the availability of the land makes the plan possible.

Ms. Harrington displayed some examples of southeastern coastal and river front downtowns and small urban developments that preserve the character of those locations. She gave an overview of possible downtown amenities and retail sectors that would be most beneficial to a successful downtown Belville based on an economic impact analysis. She noted that the public would be surveyed to learn their top-10 preferences for amenities. She added that multi-modal projects that would compliment the plan include the following:

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

Ms. Harrington said that the Belville Vision 2030 Plan is currently in the public input phase, which is open until April 28. Surveys of 18 questions can be completed in 10-15 minutes online or on paper. Two in-person public meetings are planned outdoors for today at the Brunswick Riverwalk Park and tomorrow at the future downtown area.

Mr. Kozlosky inquired about the connection between the Battleship North Carolina and the Town of Belville envisioned by former Town Commissioner and MPO Board Member Joe Breault. Ms. Harrington responded that the Vision 2030 Plan will include a section on future regional connections to the towns of Leland and Navassa, and the City of Wilmington.

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**

No items were pulled from the Consent Agenda.

Ms. Harrington made a motion to approve the Consent Agenda, Items 4a and 4b, as presented, and to forward the items to the MPO Board for consideration. Ms. Roth seconded the motion, and it carried unanimously by roll call as follows:

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

5) **Regular Agenda**

a. **Resolution adopting the Cape Fear Change in Motion 2020 TDM Plan**

Go Coast TDM Program Coordinator Nick Cannon stated that this plan will guide initiatives to increase multi-modal and decrease single-passenger vehicle travel over the next five years. He noted that the plan will go before the MPO Board for consideration later this month.

Mr. Cannon made a motion to recommend approval of the TDM Plan. Ms. Lacer seconded the motion, and it carried unanimously by roll call as follows:

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

6) **Discussion**

a. **COVID-19 Direct Attributable Funding Allocation**

MPO Transportation Planning Engineer Scott A. James gave an overview of the COVID-19 Direct Attributable (DA) Funding Allocation. He reminded committee members that there was some discussion on the 2021 Supplemental Appropriations Act in March. He noted that it allocated \$1,133,044 to the Wilmington MPO, which are available for obligation until September 30, 2024. Both discussions with the TCC and the MPO Board found agreement in offering the funds payable of 100% as opposed to the traditional 80/20 split for DA funds, which necessitates a local match.

After review of the methodology used to score and award the projects, staff suggests modifying the evaluation method to allow for additional factors resulting from the COVID-19 pandemic:

1. Remove the local match percentage (up to five points out of 83 total)
2. Include a metric to distinguish an existing project from a new project
3. Include a metric to permit documentation of hardships resulting from COVID-19

Mr. Kozlosky stated that staff is proposing to change the submittal guide and application for these funds. He requested some feedback from the Committee.

Ms. Harrington inquired about the second change. Mr. James responded that staff has not made a distinction between filling a gap versus a greenfield project; only continuing an existing project that has suffered a hardship versus a new project that has not been considered.

Mr. Flanagan asked for an example of a hardship resulting from COVID-19. Mr. James said that some examples of hardships might include an inability to secure materials, perform work due to labor force being sent home, funding source may have suffered a setback, other ways to defray the hardship, limited availability of key staff. He added that this is an opportunity to document a unique COVID-19 event versus a recurring event since this is a one-time offering.

Mr. Barnes stated that the Town of Navassa has expressed concerns that some of its projects already in the works have increased in cost due to project suspension in response to NCDOT's revenue shortfall related to COVID-19. He inquired if such a project delayed more than a year with increased engineering and material costs would qualify. Mr. James responded that this is a concrete example of the proposed methodology change.

Mr. Kozlosky stated that the proposal will be presented to the MPO Board for feedback, after which the methodology and application will be brought back for consideration.

b. Community Project Funding (Earmarks)

Chairman Kozlosky reminded Committee members that a discussion was held regarding earmarks at the last TCC meeting. He noted that shortly thereafter, staff received information that Congress would be accepting submittals for earmarks between April 1 and April 16. Since time was of the essence, staff worked with NCDOT regarding its concerns, and developed a project that would both help and not harm the MPO in either scenario, whether existing money or new money. He noted that staff identified Project U-5710A Interchange at Military Cutoff/Eastwood Road (Drysdale Drive Extension), which is funded in fiscal year 2022 for \$4.8 million, and the Board supported applying to Congressman Rouzer's office for potential earmark consideration.

c. Prioritization 6.0 Local Input Methodology

MPO Deputy Director Abby Lorenzo gave a presentation on the MPO's Local Input Methodology for Prioritization 6.0. She reminded Committee members that the MPO submitted projects late last summer, which are currently being reviewed for scoring. She gave an overview of the prioritization process, funding tiers, and STI project eligibility. She noted that the methodology requirements are defined by North Carolina General Statute §136-18.42 and summarized that the standards ensure a readable document and a transparent process.

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

Ms. Lorenzo explained the difference between scoring in Prioritization 5.0 and Prioritization 4.0. She noted that Prioritization 5.0 considered its quantitative score, the previous Prioritization 4.0 score, consistency with plans, status of project in development, and inclusion in the adopted strategic business plan for a total of 1,500 points per tier, and the top 15 highest scoring projects receiving 100 points. Prioritization 6.0 proposes to drop the previous prioritization score criteria, and add a criterion of project alignment with NCDOT Division 3 as well as the flex policy language. Also proposed is a modal project mix standard to commit 100 points to each of the modes where

possible. She stated that the methodology must be approved by July 30, 2021 and gave an overview of the tentative remaining Prioritization 6.0 timeline as follows:

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

Ms. Bunch inquired about the multi-modal standard and expressed concerns that Brunswick County has no public transit. Ms. Lorenzo responded that the standard would score all projects across all modes. She noted that the highest scoring projects are typically roadway projects. At a minimum, the modal project mix standard would add 100 points to the highest scoring modal projects and these five highest scoring modal projects would replace the five lowest scoring highway projects. This will allow support for the multi-modal approach for the region. An example of this might be the Wallace to Castle Hayne rail connection project or favoring a multi-modal path to align with NCDOT.

Ms. Roth pointed out that it would also benefit bicycle and pedestrian projects that might not be in the strategic plan.

Mr. Kozlosky stated that staff desires feedback from the Committee and the MPO Board to considering replacing the five lowest scoring highway projects with modal projects.

Ms. Roth commented that it is difficult to project how this change will play out. Mr. Kozlosky responded that he was skeptical of this approach at first. However, a clause exists to deviate from the methodology with documented justification if the result is unsatisfactory.

Ms. Lorenzo pointed out that deviations in the past have aligned with this additional language.

Roth asked if this proposal is based on past experience with the scoring criteria and its implications. Ms. Lorenzo confirmed that it is.

There being no further questions, Mr. Kozlosky stated that staff would proceed with the recommended methodology and address implications as they arise.

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

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

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.

8) **Announcements**

- a. **Go Coast TDM Committee Meeting – May 20, 2021**
- b. **Next TCC meeting – May 12, 2021**

9) **Adjournment**

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

Ayes: Mike Kozlosky, Rebekah Roth, Nick Cannon, Robert O'Quinn, Adrienne Harrington, Ashli Barefoot, Barnes Sutton, Helen Bunch, Patrick Flanagan, Nazia Sarder and Vanessa Lacer.

Nays: None. **Absent:** Denys Vielkanowitz, Ed Parvin, Mandy Sanders, Granseur Dick, Stephanie Ayers, Travis Henley and Caitlin Marks.

There being no further business, the meeting was adjourned at 10:58 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 Amendment #21-2 (March 2021)

STIP ADDITIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STIP ADDITIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STIP ADDITIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STIP ADDITIONS

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #21-2 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendment #21-2; and

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

* TI-6109 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	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 - \$12,000 (S) FY 2021 - \$110,000 (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 METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-4.

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

LeAnn Pierce
Mayor

Steve Shuttleworth
Council Member

Lynn Barbee
Council Member



Jay Healy
Mayor Pro Tem

JoDan Garza
Council Member

Bruce Oakley
Town Manager

Town of Carolina Beach
1121 N. Lake Park Blvd.
Carolina Beach, NC 28428
Tel: (910) 458-2999
Fax: (910) 458-2997

April 29, 2021

Mike Kozlosky
Executive Director
Wilmington MPO

Dear Mr. Mike Kozlosky

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

\$67,697 in federal funds

\$22,689 in local funds

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

Sincerely,

Bruce Oakley
Town Manager

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGNAIZATION
BOARD**

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

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

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

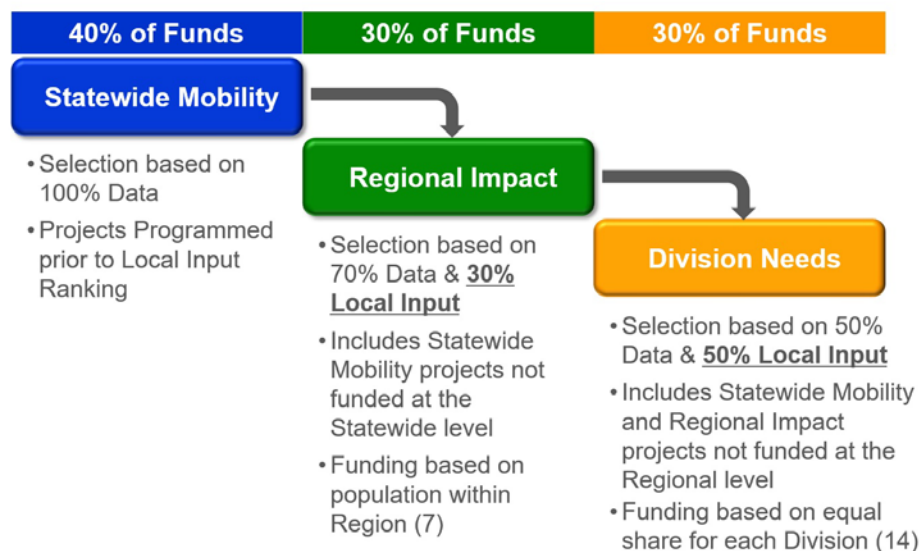
Mike Kozlosky, Secretary

Introduction

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

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

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



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

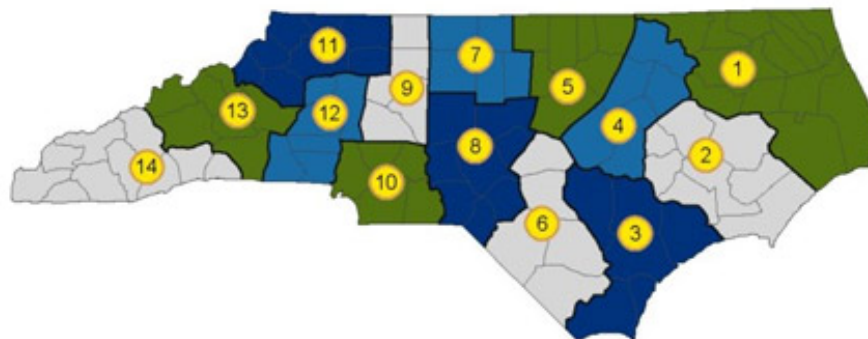
The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

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

Each tier of funding is listed below:

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

NCDOT Divisions



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

Selection of Projects for Prioritization 6.0

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

Description of Criteria and Weights

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

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

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

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

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

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

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

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

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

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

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

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

Total Score and Project Ranking

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

Example:

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

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

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

Final Local Input Point Assignment

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

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

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

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

Schedule and Public Outreach

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

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

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

Prioritization 6.0 Process Schedule 2019 - 2022

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

Point Assignment Process

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

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

Local Input Point Criteria

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

Local Input point Assignment Results

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

Material Sharing

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

WHEREAS, the Strategic Transportation Investments is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina; and

WHEREAS, under this formula, all modes compete for the same funding; and

WHEREAS, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers have the ability to assign local input points to projects in the Regional and Division levels; and

WHEREAS, MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology; and

WHEREAS, Session Law 2012-84 (Senate Bill 890) requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has developed a local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 6.0 for NCDOT's review.

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wilmington Urban Area Metropolitan Planning Organization

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL			STBGP-DA			SECTION 5303				TDM			TASK FUNDING SUMMARY						
		Highway / Transit			Highway / Transit			Transit / Highway				Transit			LOCAL	NCDOT	FEDERAL	TOTAL			
		LOCAL 20%	WBS #:		LOCAL 20%	WBS #:		LOCAL 10%	WBS #:		LOCAL 50%	WBS #:									
			FHWA 80%	Total 100%		FHWA 80%	Total 100%		NCDOT 10%	FTA 80%		Total 100%	NCDOT 50%	Total 100%							
II-A	SURVEILLANCE OF CHANGE																				
II-A-1	Traffic Volume Counts	11,700	46,800	58,500													11,700	-	46,800	58,500	
II-A-2	Vehicle Miles of Travel	-	-	-													-	-	-	-	
II-A-3	Street Systems Changes	-	-	-													-	-	-	-	
II-A-4	Traffic Accidents	-	-	-													-	-	-	-	
II-A-5	Transit System Data	-	-	-													2,100	2,100	16,800	21,000	
II-A-6	Dwelling Unit, Pop. & Emp. Change	211	842	1,053													211	-	842	1,053	
II-A-7	Air Travel	-	-	-													-	-	-	-	
II-A-8	Vehicle Occupancy Rates	-	-	-													-	-	-	-	
II-A-9	Travel Time Studies	40	160	200													40	-	160	200	
II-A-10	Mapping	-	-	-													10,750	-	43,000	53,750	
II-A-11	Central Area Parking Inventory	-	-	-													-	-	-	-	
II-A-12	Bike & Ped. Facilities Planning	120	480	600													120	-	480	600	
II-B	LONG RANGE TRANSPORTATION PLANNING																				
II-B-1	Collection of Base Year Data	-	-	-													-	-	-	-	
II-B-2	Collection of Network Data	-	-	-													-	-	-	-	
II-B-3	Travel Model Updates	76	306	382													76	-	306	382	
II-B-4	Travel Surveys	-	-	-													-	-	-	-	
II-B-5	Forecast of Data to Horizon Year	-	-	-													-	-	-	-	
II-B-6	Community Goals & Objectives	746	2,984	3,730													1,146	400	6,184	7,730	
II-B-7	Forecast of Future Travel Patterns	-	-	-													-	-	-	-	
II-B-8	Capacity Deficiency Analysis	-	-	-													-	-	-	-	
II-B-9	Highway Element of the LRP	2,000	8,000	10,000													2,000	-	8,000	10,000	
II-B-10	Transit Element of the LRP	580	2,320	2,900													1,280	700	7,920	9,900	
II-B-11	Bicycle & Ped. Element of the LRP	5,420	21,680	27,100													5,420	-	21,680	27,100	
II-B-12	Airport/Air Travel Element of LRP	400	1,600	2,000													400	-	1,600	2,000	
II-B-13	Collector Street Element of LRP	200	800	1,000													200	-	800	1,000	
II-B-14	Rail, Water or other mode of LRP	500	2,000	2,500													500	-	2,000	2,500	
II-B-15	Freight Movement/Mobility Planning	200	800	1,000													200	-	800	1,000	
II-B-16	Financial Planning	400	1,600	2,000													1,200	800	8,000	10,000	
II-B-17	Congestion Management Strategies	3,600	14,400	18,000													3,600	-	14,400	18,000	
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-													-	-	-	-	
II-A	PLANNING WORK PROGRAM	92	368	460													92	-	368	460	
II-B	TRANSPORTATION IMPROVEMENT PROGRAM	500	2,000	2,500													500	-	2,000	2,500	
III-C	CUL RGTS, CMP, LOTR, REG. REQS.	-	-	-													-	-	-	-	
III-C-1	Title VI	-	-	-													-	-	-	-	
III-C-2	Environmental Justice	100	400	500													800	800	6,400	8,000	
III-C-3	Minority Business Enterprise	-	-	-													200	200	1,600	2,000	
III-C-4	Planning for the Elderly & Disabled	-	-	-													-	-	-	-	
III-C-5	Safety/Drug Control Planning	-	-	-													-	-	-	-	
III-C-6	Public Involvement	239	956	1,195													100	100	800	1,000	
III-C-7	Private Sector Participation	-	-	-													-	-	-	-	
III-D	INCIDENTAL PLNG./PROJECT DEV.	-	-	-													-	-	-	-	
III-D-1	Transportation Enhancement Png.	-	-	-													-	-	-	-	
III-D-2	Enviro. Analysis & Pre-TIP Png.	-	-	-													-	-	-	-	
III-D-3	Special Studies: Staff Time / Planning	1,280	5,120	6,400													1,280	-	5,120	6,400	
III-D-3	Special Studies: Streetlight Data Purchase	-	-	-													9,800	-	39,200	49,000	
III-D-3	Special Studies: Pender County Future Plan	-	-	-													8,000	-	32,000	40,000	
III-D-3	Special Studies: Strategies	-	-	-													2,000	-	8,000	10,000	
III-D-3	Special Studies: Rails to Trails Continuation	-	-	-													2,000	-	8,000	10,000	
III-D-4	Regional or Statewide Planning	300	1,200	1,500													300	-	1,200	1,500	
III-E	MANAGEMENT & OPERATIONS	41,940	167,761	209,701													4,236	-	67,798	830,597	
TOTALS		\$70,644	\$282,577	\$353,221		\$90,988	\$363,951	\$454,939		\$9,336	\$9,336	\$74,686	\$93,357		\$61,800	\$61,800	\$123,600	\$198,564	\$9,336	\$913,214	\$1,187,867

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #2 TO THE FISCAL YEAR 2021 UNIFIED
PLANNING WORK PROGRAM**

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

WHEREAS, the Fiscal Year (FY) 2021 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on February 26, 2020; and

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2021 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

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

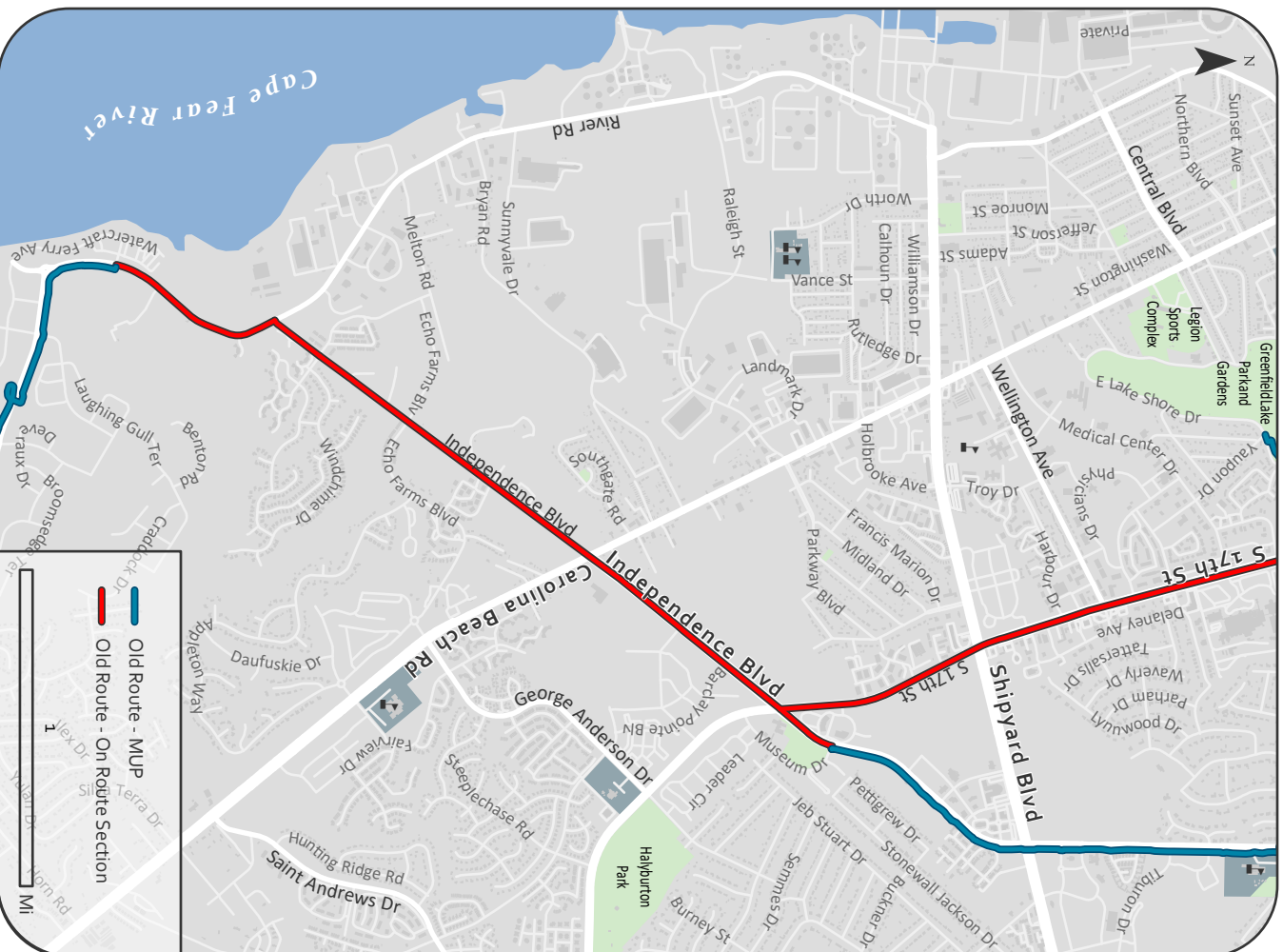
NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #2 to the FY 2021 Unified Planning Work Program.

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

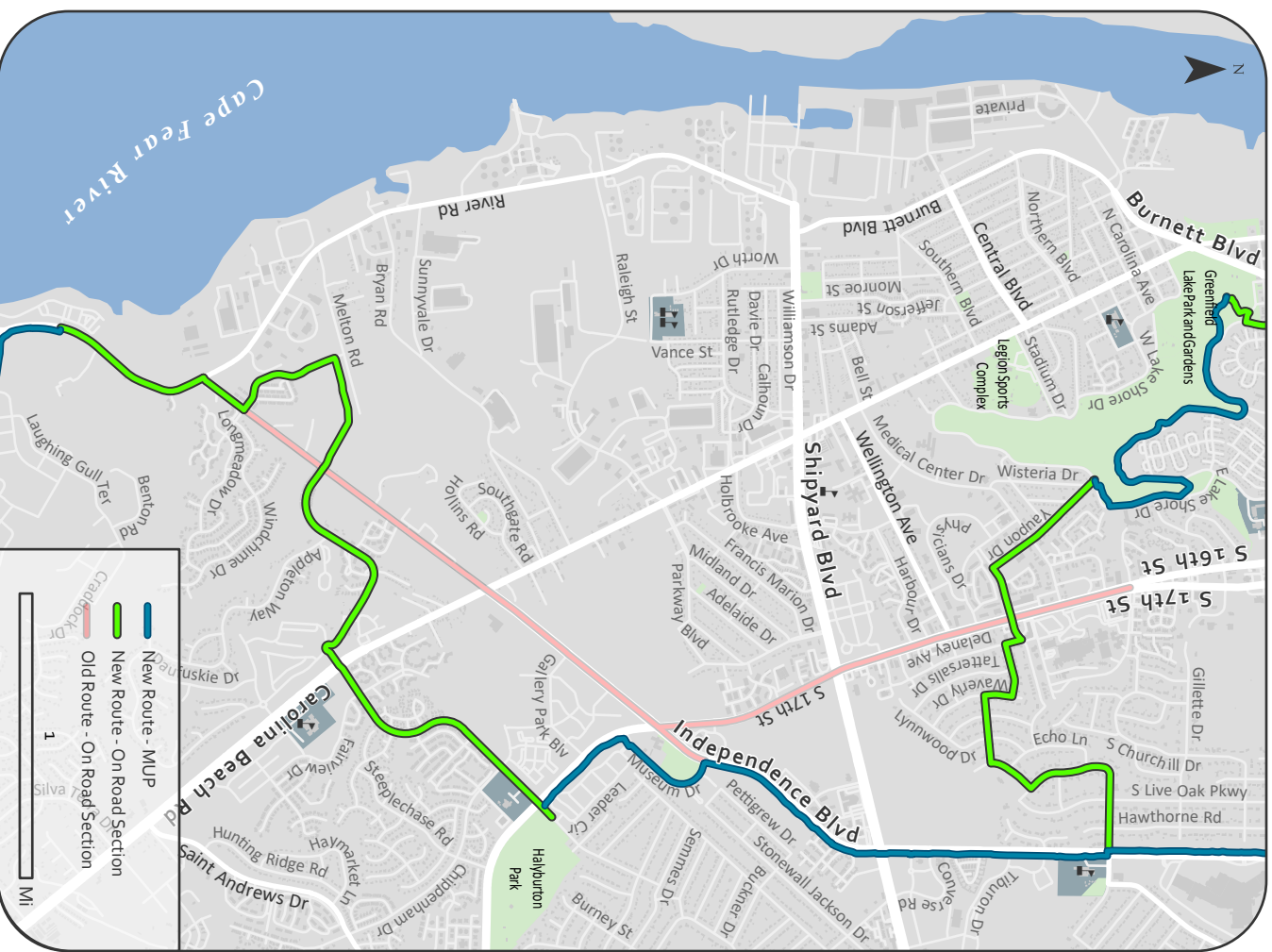
David Piepmeyer, Chair

Mike Kozlosky, Secretary

Before Rerouting



After Rerouting



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP ADDITIONS

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

STIP MODIFICATIONS

VARIOUS, STATEWIDE PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS, PRELIMINARY
ENGINEERING FOR ATLAS SAP INTEGRATION
PROJECT.
ADD PROJECT BREAK AT THE REQUEST OF THE
ENVIRONMENTAL ANALYSIS UNIT.

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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



CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY

Locally Coordinated Public Transportation Plan

May 28, 2021

2021 Locally Coordinated Public Transportation Plan

CONTENTS

I.	Executive Summary	Page 1
II.	Background and History	Page 4
	A. Transportation Management Area	Page 5
III.	Plan Approach	Page 9
IV.	Identification of Available Services	Page 10
	A. Public Transportation Providers	Page 10
	B. Private Transportation Providers	Page 10
	C. Nonprofit Transportation Providers	Page 10
V.	Assessment of Transportation Needs	Page 11
	A. Community Survey	Page 11
	B. Focus Groups	Page 15
	C. Stakeholder Interviews	Page 16
	D. Town Hall	Page 18
	E. Identified Need	Page 19
VI.	Strategies, Prioritization and Implementation	Page 22
	A. Strategies	Page 22
	B. Implementation	Page 24
Appendices		
	A. Guide to LCP Planning Process	Page 26
	B. Major Transportation Providers in TMA	Page 34
	C. Community Survey	Page 35
	D. Community Survey Data	Page 37
	E. Community Survey Comments	Page 43
	F. Focus Group Questions	Page 49
	G. Focus Group Needs List	Page 50
	H. Stakeholder Questions	Page 52
	I. Stakeholder Needs List	Page 53
	J. Town Hall Agenda	Page 55
	K. Town Hall Needs List	Page 56
	L. Travel Training Brochure	Page 57
	M. Community Grant Application	Page 59

2021 Locally Coordinated Public Transportation Plan

Executive Summary

This Locally Coordinated Transportation Plan includes all required FTA elements (C 9070.1G pg. V-2): an assessment of available services that identifies current transportation providers (public, private, and nonprofit), an assessment of transportation needs for individuals with disabilities and seniors, strategies, activities, and/or projects to address the identified gaps between current service and needs, as well as opportunities to achieve effectiveness in service delivery, and priorities for implementation based on resources, time, and feasibility.

Identification of Available Services

Wave Transit is the primary public transportation provider for older adults and people with disabilities in the Transportation Management Area (TMA). One other organization provides limited public transportation services: the New Hanover County Senior Resource Center (SRC). Private transportation providers in the TMA include Yellow Cab, Uber, Event Shuttle, and Ivory's. Some private providers either specialize in or offer wheelchair accessible transportation. Several nonprofit transportation providers offer service in the TMA. Brunswick Transit System (BTS), a 501(c) (3) non-profit community transportation system, coordinates general public and human service transportation services for all residents of Brunswick County. Pender Adult Services Transportation (PAS-TRAN) is a 501(c) (3) non-profit transportation provider operating in Pender County. Another nonprofit transportation provider is the Disabled American Veterans Wilmington Chapter 11 (DAV), which provides transportation to and from VA Medical Facilities.

Assessment of Transportation Needs

Methodology

This 2021 assessment of transportation needs is based on data gathered through public involvement activities in the form of a community survey, focus groups, stakeholder interviews, and a town hall. Data was collected from 350 individuals via these methods from October 1, 2020 to February 12, 2021, a period of approximately four and a half months. Of the individuals engaged, 76% self-identified as members of the target populations. The rate of inclusion was even higher for the survey collection effort with 82% of respondents identifying as members of the target populations. Due to the COVID-19 pandemic, all public involvement activities were conducted virtually to address safety concerns and comply with state mandated restrictions for public gatherings.

Findings

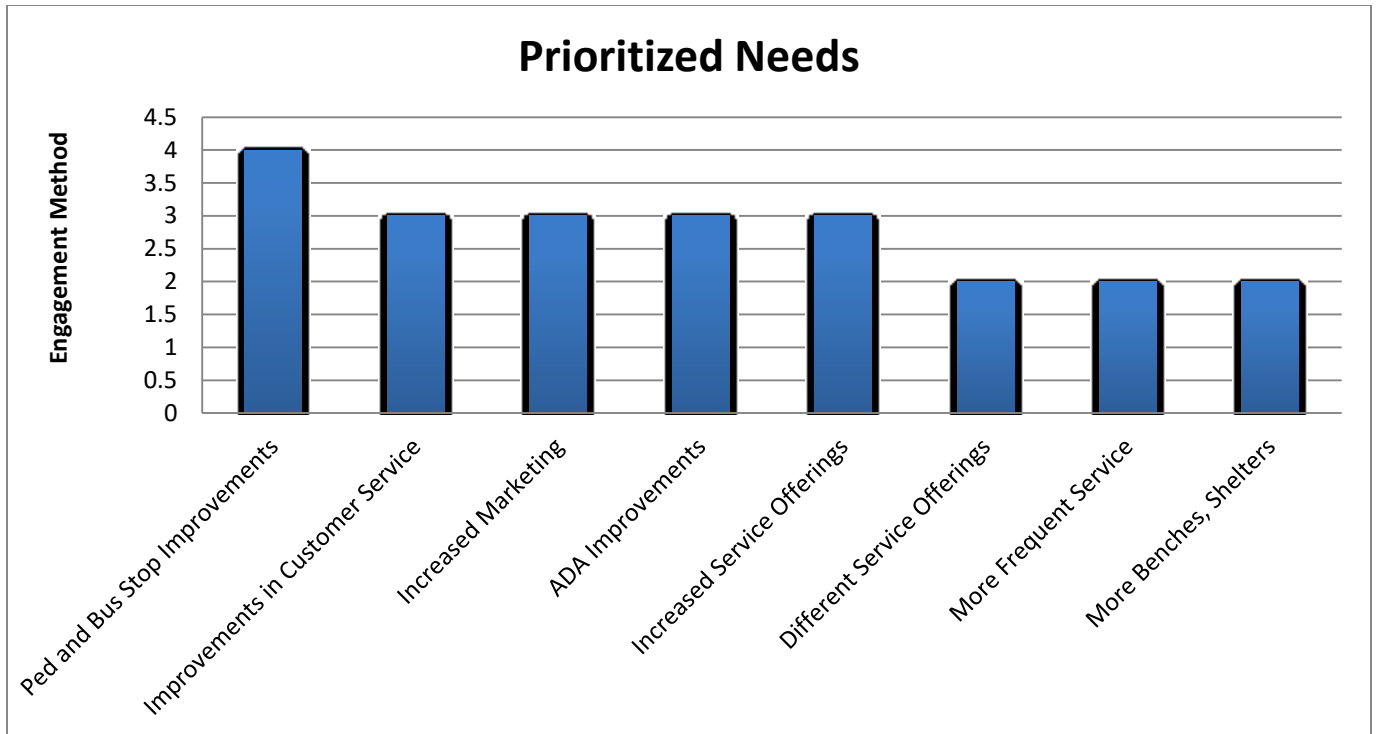
The graph below shows the prioritized themes of needs identified by comments across data collection methods. A total of 14 themes of need were identified through an analysis of comments collected by a community survey, focus groups, stakeholder interviews, and a Town Hall. Themes of need were then ranked, per data collection method, and the ranked lists for all data collection methods were analyzed to determine and prioritize the identified need overall. Only themes prioritized by two or more data collection methods were included in the final prioritization. Ranked themes were used to determine priority, instead of the full list of needs, in order to weight each data collection method equally. Across all data collection methods, eight themes emerged as the top priorities. A ranked list of the eight themes is shown below. As four methods were utilized to collect data, a ranking of four indicates that the need was

2021 Locally Coordinated Public Transportation Plan

prioritized by every method. A ranking of three indicates that the need was prioritized by three out of four methods. A ranking of two indicates that the need was prioritized by two out of four methods.

The 6 highest priority needs, prioritized by three out of four data collection methods as identified by comments and by survey findings, which support the inclusion of different service as a top priority, were: 1) Pedestrian and bus stop improvements, 2) Improvements in customer service), 3) Increased marketing and education on transportation services, 4) ADA improvements, 5) Increased service offerings, and 6) Different service offerings. Comments around the theme of pedestrian and bus stop improvements included: sidewalks at bus stops, bus stop maintenance including landscaping, and bus stop lighting. Comments around the theme of improved customer service pertained directly to drivers and included: friendliness, improvement in the treatment of older adults and people with disabilities, increased education to customers with disabilities regarding their rights in the event both wheelchair (accessible) seating is occupied or a malfunction in ADA equipment is experienced, and increased consistency in adherence organizational policies across drivers. Comments around the theme of increased marketing and education on transportation services and programs included: education for driving cessation, advertisement on TV and radio, and targeted marketing to older adult residential communities and groups. Comments around the theme of ADA improvements included, additional audio announcements to aid those with visual impairments, more information for customers about ADA policies and procedures, improved compliance with ADA service animal laws, and free aid accompaniment on fixed route buses. Comments around the theme of increased service offerings included: service to Porters Neck, Castle Hayne, and Wrightsboro, service to rural neighborhoods, longer service hours, and more bus stops. Comments around the theme of different service offerings included: volunteer driver programs, alternate vehicle types, on-demand service, and specialized routes, such as for grocery shopping.

2021 Locally Coordinated Public Transportation Plan



Strategies to Address Identified Need

The two strategies included in this plan, a mobility management program and a community grant, will address gaps between current service and needs, and work toward effectively meeting the highest priority needs identified by the 2021 LCP needs assessment: 1) Pedestrian and bus stop improvements, 2) Improvements in customer service, 3) Increased marketing and education on transportation services, 4) ADA improvements, 5) Increased service offerings, and 6) Different service offerings. Strategy 1, a mobility management program will address needs 1-4, and strategy 2, a community grant will address needs 5-6.

Implementation and Prioritization

Prior to their implementation, specific strategies and activities of the 5310 program will be further developed with feedback from the 5310 advisory group. Input will also be sought from the Wave Transit Board, WMPO staff, and the WMPO Board which includes members from all local governments in the TMA. NCDOT, local nonprofits, health and human service agencies, veterans groups, and other entities in the region which have an interest in transportation for older adults and people with disabilities, as well as the general public, will have an opportunity to provide input on strategies included in the 2021 LCP and the annual 5310 Program of Projects (POP). Prioritization among strategies or activities for funding and implementation will be based on time, resources, and feasibility. The criterion of time will be further defined to include the long-term sustainability of projects, and the period of oversight. The criterion of resources will look to internal capacity and the capacity of partner organizations. Finally, feasibility will include political, financial, and cultural considerations. An additional criterion may also be examined: impact. The potential impact of strategies and activities will be assessed based on the FTA program measures gaps in service filled and ridership.

Section 5310 Background and History

In 2008, a coordinated plan of local transit services was required on behalf of the Federal Transportation Administration (FTA) in order for direct recipients, including public transportation agencies, to apply for funds from the Elderly and Disabled Individuals Transportation (FTA Section 5310), Job Access and Reverse Commute (FTA Section 5316) and New Freedom (FTA Section 5317) Programs. On October 1, 2012 new legislation, the Moving Ahead for Progress in the 21st Century (MAP-21), went into effect. Changes as a result of MAP-21 included a repeal of Section 5316 (JARC - Job Access and Reverse Commute) and Section 5317 (New Freedom) programs. New Freedom program elements were merged into an enhanced Section 5310 program which now serves as a single formula program to support mobility of older adults and persons with disabilities.

In 2012, following publication of the 2010 census, the Wilmington Urban Area was designated a Transportation Management Area (TMA) having exceeded the required 200,000 population threshold required for that designation. The TMA designation included an annual allocation for Section 5310 funding to support Elderly and Disabled Transportation in the TMA. The Section 5310 program provides formula funding to TMA's for the purpose of assisting private nonprofit groups, governmental agencies, and private providers of public transportation in meeting the transportation needs of older adults and persons with disabilities when public transportation services provided are unavailable, insufficient, or inappropriate to meet the need. Funds are apportioned to TMAs based on statutorily defined formulas.

On June 06, 2014, the FTA issued Circular 9070.1G to offer guidance and clarify the requirements for the administration of transit programs for older adults and persons with disabilities under Section 5310. Per FTA requirements, projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan, that was developed and approved through a process that included participation by people aged 65 and over, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public. A locally developed, coordinated public transit-human services transportation plan, should identify available services, assess the transportation needs of people age 65 and over and people with disabilities, provide strategies for meeting those needs, and prioritize services for funding and implementation. The Cape Fear Public Transportation Authority-Wave Transit first developed a Locally Coordinated Transportation Plan (LCP) in 2008, with subsequent updates in 2011 and 2016. This 2021 LCP serves as an update to the 2016 plan, and provides the required documentation to access Section 5310 federal transportation grants. The 2021 LCP will be due for update, per the FTA minimum, by 2025.

On June 27, 2014, North Carolina Secretary of Transportation, Anthony Tata designated the Cape Fear Public Transportation Authority - Wave Transit as the designated recipient of Section 5310 Funding in the TMA, consistent with the provisions of Moving Ahead for Progress in the 21st Century (MAP-21). As the Designated Recipient, Wave Transit will continue to serve as the lead agency in the development of the LCP for the region. Additionally, Wave, as the designated recipient, has the responsibility to receive and apportion Section 5310 funding,

2021 Locally Coordinated Public Transportation Plan

including the filing of grant applications under the 5310 program, and ensuring that local applicants and project activities are eligible and compliant with federal requirements. In 2015 a 5310 Program Management Plan (PMP) was drafted and approved by the FTA. The primary purposes of the PMP are to serve as the basis for FTA management review of the program and to provide public information on the approved and compliant administrative processes to program administration. A regular update to the PMP is currently underway with approval expected in May of 2021. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed, reauthorizing surface transportation programs (including Section 5310) through Fiscal Year 2020. The FAST Act supersedes Map-21, with minimal change to Section 5310.

In 2016, Wave Transit formed a permanent 5310 advisory group to guide the management of Section 5310 funding, inclusive of the LCP planning process. The group consisted of representatives from the following: Wave Transit Board of Directors, the Wilmington Urban Area Metropolitan Planning Organization (WMPO), the Wilmington Urban Area Metropolitan Planning Organization Board (WMPO Board), local governments, specialized transportation providers, human services agencies serving special needs clients, schools with special programs, veterans groups, as well as advocates for people with disabilities, community leaders, people age 65 and older, and people with disabilities. This group will facilitate the ongoing regional coordination of transportation services for people age 65 or over and people with disabilities, and provide guidance and feedback to Wave staff in order to administer the 5310 program most effectively, as well as serve as the steering committee for the LCP planning process.

Transportation Management Area (TMA)

In 2012 the Wilmington Urban Area (UZA) was designated a Transportation Management Area (TMA). The TMA is defined by the WMPO UZA boundary and encompasses portions of New Hanover, Brunswick and Pender Counties. A map of the TMA is provided in Figure 1. The data source is the North Carolina Department of Transportation (NCDOT) Transportation Planning Branch. American Community Survey (ACS) 2019 5-year estimates show the total population near the WMPO boundary to be 299,484. Using population percentages from 2019 ACS data for New Hanover County (which has a comparable rural and urban population mix to the greater TMA), the estimated population of persons 65 and over in the TMA is 17% or 51,151 and the population of persons with a disability, under age 65, in the TMA is 7% or 20,963. The total estimated population of persons age 65 or over and persons under age 65 with a disability in the TMA is 72,115.

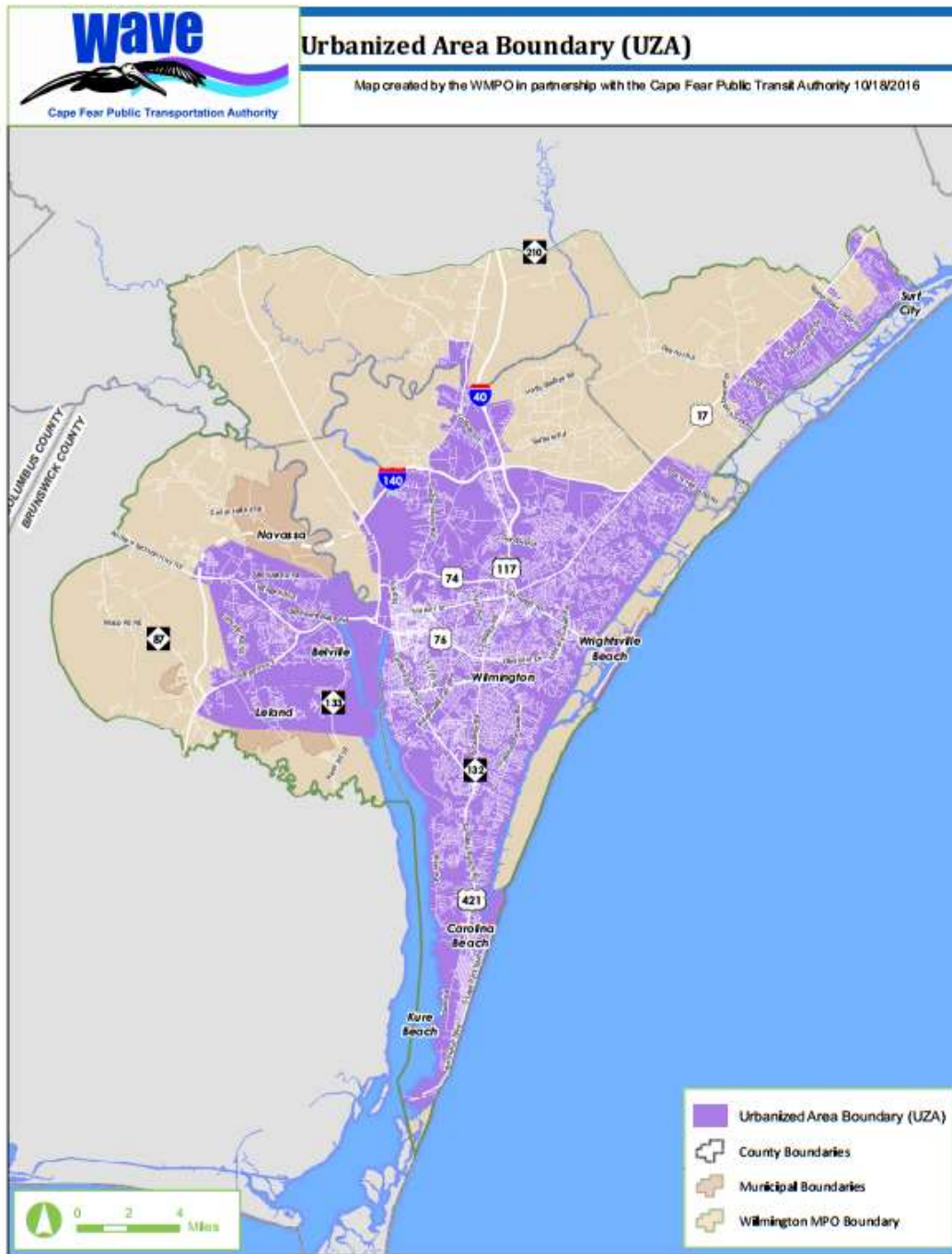
Figure 2 shows the locations, within the TMA, of those 65 and older and households having one or more persons with a disability. Nine colors show the geographic concentrations of these groups with the lightest colors representing the lowest populations and the darkest areas representing the highest populations. The percent of population age 65 and older is shown in dark to light pink and the percent of households with one or more person with a disability is shown in medium to light blue. Where these populations overlap geographically, the map indicates this overlap in purple. This map was created by the WMPO in partnership with the

2021 Locally Coordinated Public Transportation Plan

Cape Fear Public Transportation Authority. The data source is the 2019 American Community Survey which is produced by the US Census.

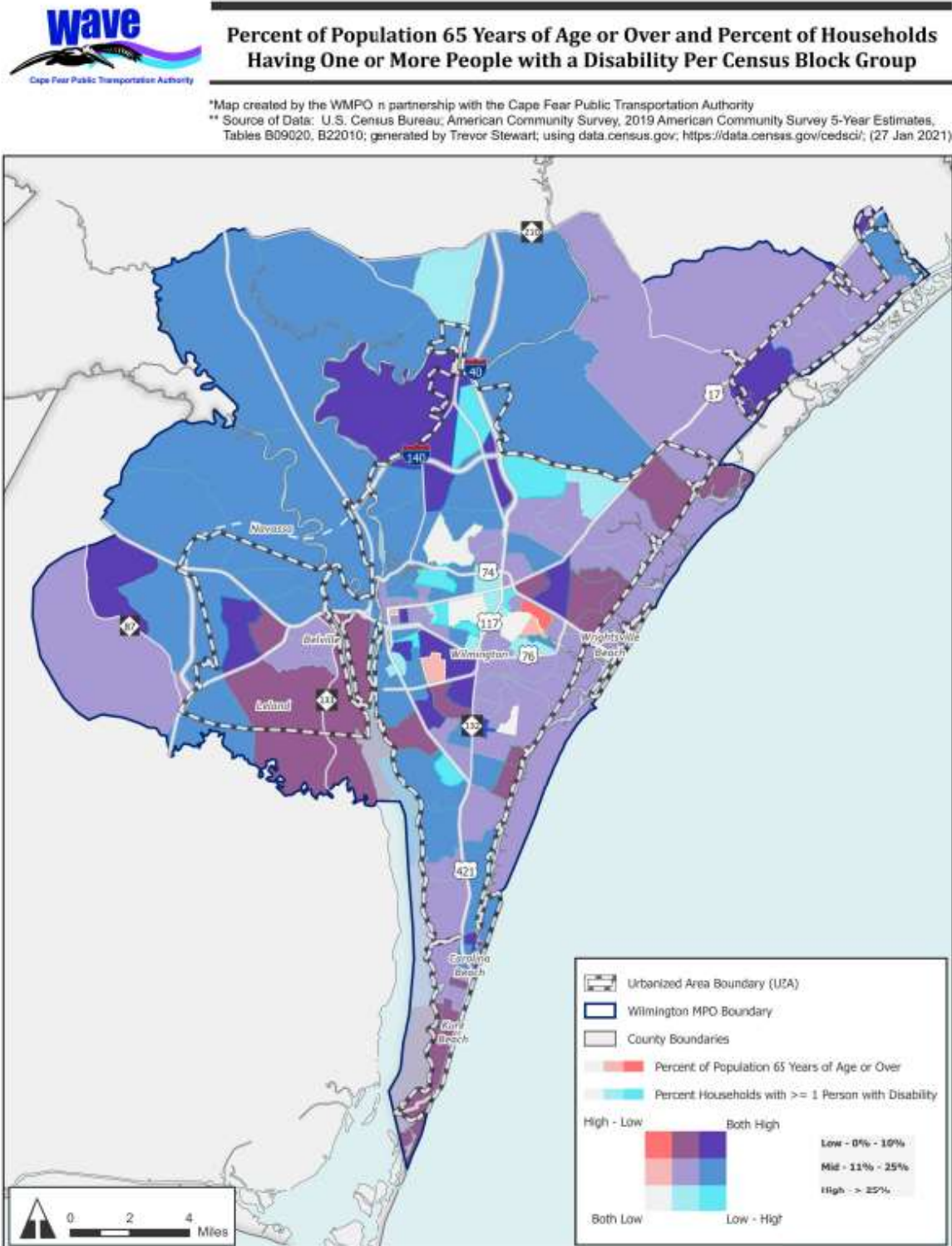
2021 Locally Coordinated Public Transportation Plan

Figure 1. Urbanized Area Boundary (UZA)/Transportation Management Area (TMA)



2021 Locally Coordinated Public Transportation Plan

Figure 2. Percent Population 65+ and Percent Households with a Disability in UZA



Plan Approach

The Cape Fear Public Transportation Authority- Wave Transit currently employs a planning process which was drafted to ensure full participation by the community in developing programs and plans that are both compliant with federal regulations and meet the diverse transportation needs of the community. The Section 5310 Locally Coordinated Transportation Plan planning process utilizes the same processes employed for other public transportation programs.

LCP development occurs in seven (7) steps and outlined below:

1. Step 1 - Identify the Lead Agency
2. Step 2 - Convene the Steering Committee
3. Step 3 - Prepare for the Coordinated Planning Workshop(s)
4. Step 4 - Conduct Coordinated Planning Workshop(s)
5. Step 5 - Plan Update Methodology
6. Step 6 - Adopt the Plan
7. Step 7 - Update the Plan

Per FTA requirements (C 9070.1G pg. V-4), this plan has been developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public. Additionally, inclusive planning practices based on best practices from the Community Transportation Association -Transit Planning 4 All were utilized.

This plan meets all guidelines set forth by Wave Transit's established planning process. In lieu of a coordinated planning workshop, a survey, focus groups, stakeholder interviews, and a town hall collected input from seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public.

This LCP includes all required FTA elements (C 9070.1G pg. V-2) listed below. Each of these elements is further described in subsequent sections of this plan.

1. An assessment of available services that identifies current transportation providers (public, private, and nonprofit)
2. An assessment of transportation needs for individuals with disabilities and seniors
3. Strategies, activities, and/or projects to address the identified gaps between current service and needs, as well as opportunities to achieve effectiveness in service delivery
4. Priorities for implementation based on resources, time, and feasibility

Guidance and feedback on the 2021 LCP were sought from the Wave Transit Board of Directors, the WMPO, the Technical Coordinating Committee (TCC), the WMPO Board, and the LCP

2021 Locally Coordinated Public Transportation Plan

Steering Committee. Additionally, public comments, collected during a 30 day comment period, were considered in the completion of this planning document. Wave Transit has cooperatively worked with local organizations and agencies that are human service providers or those stakeholders with an interest in transit projects to develop a comprehensive local plan to address the primary transportation needs in the TMA. Wave Transit will continue to provide local organizations and agencies with all updates regarding this Local Coordinated Plan as it relates to specified FTA grants (5310).

Identification of Available Services

Federal law requires that an LCP include an assessment of available services that identifies current transportation providers (public, private, and nonprofit) in the TMA. Major transportation providers for older adults and people with disabilities in the TMA include public transportation providers, several nonprofits, as well as private companies- some offering ADA compliant transportation. A list of major transportation providers serving older adults and people with disabilities in the TMA is included as Appendix B.

Public Transportation Services

Wave Transit is the primary public transportation provider for older adults and people with disabilities in the TMA. Wave offers fixed-route public transportation, complementary Paratransit, Medicaid transportation, and vanpooling. One other organization in the TMA provides limited public transportation services: the New Hanover County Senior Resource Center (SRC). The SRC offers shared ride transportation for a monthly shopping trip, and medical transportation for seniors aged 60 or older living in New Hanover County who are not receiving Medicaid.

Private Transportation Services

Private transportation providers in the TMA include Yellow Cab, Uber, Event Shuttle, and Ivory's. Some private providers either specialize in, or offer, wheelchair accessible transportation.

Nonprofit Transportation Services

Several nonprofit transportation providers offer service in the TMA. Brunswick Transit System (BTS) is a 501(c) (3) non-profit community transportation system operating a fleet of 16 vehicles; including wheelchair (ADA) equipped vehicles to assist persons with special needs. BTS coordinates general public and human service transportation services for all residents of Brunswick County. Transport into New Hanover County is offered twice weekly. All trips are provided by reservation. Pender Adult Services Transportation (PAS-TRAN) is a 501(c) (3) non-profit transportation provider operating in Pender County. PAS-TRAN offers service in Pender County and connecting service to New Hanover and Duplin County. Trips are provided by reservation. All vehicles in the fleet are wheelchair (ADA) equipped. Another nonprofit transportation provider in the TMA is the Disabled American Veterans Wilmington Chapter 11 (DAV), which provides transportation to and from VA Medical Facilities.

Assessment of Transportation Needs

The second FTA required element of an LCP is an assessment of transportation needs for individuals with disabilities and seniors. This 2021 assessment of transportation needs is based on data gathered through public involvement activities in the form of a community survey, focus groups, stakeholder interviews, and a town hall. Data was collected from 350 individuals via these methods from October 1, 2020 to February 12, 2021, a period of approximately four and a half months. Of the individuals engaged, 76% self-identified as members of the target populations. The rate of inclusion was even higher for the survey collection effort with 82% of respondents identifying as members of the target populations. As a result of the COVID-19 pandemic, which began in March, 2020, all public involvement activities were conducted virtually to address safety concerns and comply with state mandated restrictions for public gatherings. Additionally, the data collection process, originally scheduled to begin in May, 2020, was postponed until October, 2020 in hopes that the crisis would lessen and restrictions on gatherings and events would be lifted. However, safety concerns due to the ongoing pandemic and many restrictions remained in place in October, 2020, which affected data collection. Only one data collection mode was cancelled due to conditions from the pandemic. A 2020 on-board survey of Route 205 customers, to replicate the 2016 effort, was planned for inclusion in the 2021 LCP; however, a 50% reduction in ridership and the unavailability of student researchers due to restrictions from the University of North Carolina Wilmington (UNCW) led to the cancellation of this survey effort. An on-board survey of Route 205 customers is planned when conditions allow.

Community Survey

Methodology

The goals of the community survey were to understand and prioritize the transportation needs of people age 65 and over and people with disabilities. Survey takers were asked six (6) questions that included demographic information, travel choices, and the ranking of a list of needs using a Likert scale with the choices of: very important, somewhat important, not very important, and not important at all. Survey takers were also provided with an opportunity to give additional comments. The survey design was modeled on similar tools utilized by regional LCPs. Content was developed through consultation with the LCP steering committee, Wave staff, and Professor, and Gerontology Program Coordinator, at the University of North Carolina Wilmington (UNCW), Anne P. Glass, Ph.D. The Community Survey is provided as Appendix C.

The survey was hosted by the web-based data collection service Survey Monkey. A link to the online survey was distributed via email to stakeholders and community partners, among the professional networks of LCP steering committee members, and through the disAbility Resource Center Newsletter. The link was also shared on Wave's Facebook and Twitter platforms, and posted on the Wave website. Flyers with a QR code linked to the survey were hung at Wave Transit stations and in all Wave Transit buses. Paper versions of the survey were

2021 Locally Coordinated Public Transportation Plan

distributed to Wave Transit Dial-A-Ride customers and through a partnership with the New Hanover County Senior Resource Center, to participants in the Home Delivered Meal program and the Drive-Up meal program. The survey was promoted through media coverage of the town hall by StarNews Online, WWAY, and WECT. The survey period lasted approximately 4.5 months; opening on October 1, 2020 and closing on February 12, 2021. The majority of survey responses were collected through paper surveys.

A survey response rate goal was determined based on the University of Idaho Extension Publication: *Methods for Conducting an Educational Needs Assessment: Guidelines for Cooperative Extension System Professionals* by Paul F. McCawley. The Survey Response Rate Formula is shown in Figure 3. Target population size was estimated using 2019 American Community Survey data. Percentage estimates for persons with disabilities were based on New Hanover County (NHC) as the urban/rural population of NHC closely compares to the greater TMA. Figure 4. shows the target population estimate. Based on the estimated size of the target population in the TMA (72,115) and a desired 90% confidence level, a response rate goal of 424 was selected.

The 2021 survey response rate goal was adjusted due to three main factors because of the COVID-19 pandemic: the postponement of survey efforts to take place during a time of year with historically less successful response rates, the 40%-50% average reduction in ridership during the survey period, and the inability to conduct in-person outreach or community meetings for the purpose of survey distribution.

A revised target for survey responses is based on the three factors above. The loss of opportunity to collect responses during a more productive time of year (and not during a pandemic) is estimated at 10%. The loss of opportunity to collect survey responses from customers via on-board marketing is estimated at 5%. Finally, the loss of opportunity to collect survey responses via in-person outreach is estimated at 25%. The total loss of responses is estimated at 40%, for an adjusted 2021 survey response target rate of 169.

2021 Locally Coordinated Public Transportation Plan

Figure 3. Survey Response Rate Formula

			Size of Target Population		
			10,000	50,000	100,000
Confidence Interval +/- 4%	Confidence Level	90%	408	422	424
		95%	566	593	597
		99%	939	1016	1026
Confidence Interval +/- 5%	Confidence Level	90%	265	271	272
		95%	370	381	383
		99%	622	655	659

Figure 4. Target Population Estimate*

Target Population	
Total TMA population	• 299,484
Population of persons 65 and over	• 51,151
Estimated population of persons with a disability, under age 65	• 20,963
Total estimated target population (persons 65 and over and persons with disabilities)	• 72,115

* Population percentages for the TMA based on NHC.

Findings

A total of 296 survey responses were collected: 191 paper survey responses and 105 online responses. Responses exceeded the adjusted 2021 survey response target rate of 169.

2021 Locally Coordinated Public Transportation Plan

Additionally, the survey excelled at inclusion of the target population with 243 out of 296, or 82% of respondents self-identifying as members of the target populations.

Survey respondents ranked five (5) statements of need for older adults and people with disabilities by choosing if they were: very important, somewhat important, not very important, or not important at all. The following list ranks the statements of need by the percentage of respondents that found the statement “very important.” A sample survey and complete survey data are provided as Appendix C-D.

1. 93% - Q1 We need to make sure Wave Transit can continue to provide transportation services.
2. 85% - Q3 We need to make Wave Transit bus stops safer and more accessible through improvements such as better lighting, benches, and sidewalks.
3. 83% - Q5 We need more community education and advertising about available transportation services.
4. 80% - Q4 We need more transportation options that are affordable for low-income residents.
5. 66% - We need additional transportation options for people age 65 and over and people with disabilities, besides the Wave Transit bus and Dial-A-Ride (DART) services.

The ranking of survey question one: “We need to make sure Wave Transit can continue to provide transportation for people age 65 and over, and people with disabilities” by 93% of respondents as “very important” lends support to the continued funding of transportation that is utilized by the target populations such as fixed bus Route 205. When last surveyed in 2016, 48% of 205 survey respondents identified having a disability. Though only 10% of 205 survey respondents indicated they were age 65 or over, this figure is reflective of the NHC population of persons age 65 and over at 15%. Additionally, the majority of 205 survey respondents, 67%, indicated that do not have another mode of transportation. One can infer that should Route 205 no longer provide service, it would impact persons age 65 and over and greatly impact persons with disabilities. A 2020 on-board survey of Route 205 customers, to replicate a 2016 effort, was planned for inclusion in the 2021 LCP; however, a 50% reduction in ridership and the unavailability of student researchers due to restrictions from the University of North Carolina Wilmington (UNCW) led to the cancellation of this survey effort. An on-board survey of Route 205 customers is planned when conditions allow.

Survey respondents also provided comments about transportation needs for people with disabilities and older adults in the Wilmington Metro area. A complete list of the 58 relevant comments is provided as Appendix E. The full list of survey comments was analyzed to determine priority by identifying main themes and grouping like needs under those themes.

Only needs mentioned two or more times were included in the prioritization. The number of like needs per theme were counted to generate a ranked list (most to least mentioned) by main theme. Figure 5. shows this ranking. The theme of increased service offerings was the highest priority for comments collected through the survey. Comments around the theme of increased

2021 Locally Coordinated Public Transportation Plan

service offerings included: service to Porters Neck, Castle Hayne, and Wrightsboro, service to rural neighborhoods, longer service hours, and more bus stops.

Figure 5. Survey Comments: Needs by Main Theme

Main Theme	Number of Mentions
Increased service offerings	11
More benches/shelters at bus stops	10
Increased marketing and education on transportation services	6
Different service offerings	6
Improvements in customer service	5
More efficient service	4
Pedestrian and bus stop improvements	4
ADA Improvements	3
Reduced cost	3

Focus Groups

Methodology

The goals of the focus groups were to understand and prioritize the transportation needs of people age 65 and over and people with disabilities, and to discuss current programming which was implemented following the 2016 needs assessment included in the 2016 LCP. Four focus groups were held between October 27, 2020 and February 1, 2021 with a total of 36 participants from the following groups: 1) disAbility Resource Center peer support group, 2) the City of Wilmington/New Hanover County Cape Fear Disability Commission, 3) AARP, and 4) residents of Glover Plaza, a Wilmington Housing Authority owed residential community for people with disabilities and older adults. Three focus groups had 100% participation by the target populations and one focus group had 75% participation by the target populations. All focus groups were conducted virtually and moderated by Wave Transit staff. The GoToMeeting platform was used for three focus groups and the fourth focus group was conducted through phone interviews. A series of 12 questions, included as Appendix F., was utilized at each focus group to collect data on the transportation needs of people age 65 and over and people with disabilities, and current programming. Assistance with transcription and preliminary analysis of focus group data was provided by Natalie Quinn, a student in the UNCW Master of Gerontology program.

Findings

A series of 12 questions, included as Appendix F., was utilized at each focus group to collect data on the transportation needs of people age 65 and over and people with disabilities, and

2021 Locally Coordinated Public Transportation Plan

current programming. A complete list of comments by focus group participants is provided as Appendix G. The full list of survey comments was analyzed to determine priority by identifying main themes and grouping like needs under those themes. Only needs mentioned two or more times were included in the prioritization. The number of like needs per theme were counted to generate a ranked list (most to least mentioned) by main theme. Figure 6. shows this ranking. The theme of improvements in customer service was the highest priority for comments collected through focus groups. Comments around the theme of improved customer service pertained directly to drivers and included: friendliness, improvement in the treatment of older adults and people with disabilities, increased education to customers with disabilities regarding their rights in the event both wheelchair (accessible) seating is occupied or a malfunction in ADA equipment is experienced, and increased consistency in adherence organizational policies across drivers.

Figure 6. Focus Groups: Needs by Main Theme

Main Theme	Number of Mentions
Improvements in customer service	8
ADA Improvements	4
Pedestrian and bus stop improvements	
Increased marketing and education on transportation services	3
Increased COVID safety on transportation	3
More frequent service	2
Increased service offerings	2
Offer cashless fare payment option	2

Stakeholder Interviews

Methodology

The goals of the stakeholder interviews were to collect input from subject matter experts in order to understand and prioritize the transportation needs of people age 65 and over and people with disabilities. Four stakeholder interviews were conducted between October 27, 2020 and February 1, 2021. The following individuals were interviewed: 1) Suzanne LaFollette-Black, AARP NC Coastal Associate State Director for Advocacy and Community Outreach, 2) Ricky Meeks, longtime Wave customer, transit advocate, and a member of the disability community, 3) Holly Pilson, Director, Area Agency on Aging of the Cape Fear Council of Governments, and 4) Cecelia Peers, Neighborhood Connections- Southern Region Manager, Trillium Health Resources. Suzanne LaFollette-Black and Holly Pilson were interviewed as representatives for the older adult community while Ricky Meeks and Cecelia Peers gave input as representatives of the disability community. All stakeholder interviews were conducted virtually. The GoToMeeting platform was used for three interviews, and the fourth interview was conducted by phone. All interviews were conducted by Wave Transit's Mobility Manager. A

2021 Locally Coordinated Public Transportation Plan

series of questions, included as Appendix H., was utilized during each stakeholder interview to collect data from subject matter experts on the transportation needs of people age 65 and over and people with disabilities, and current programming.

Findings

The list of needs generated through stakeholder interviews was analyzed to determine priority by identifying main themes and grouping like needs under those themes. Only needs mentioned two (2) or more times were included in the prioritization. The number of like needs per theme were counted to generate a ranked list (most to least mentioned) by main theme. Figure 7. Illustrates this ranking. The theme of pedestrian and bus stop improvements was the highest priority for comments collected through stakeholder interviews. Comments around the theme of pedestrian and bus stop improvements included: sidewalks at bus stops, bus stop maintenance including landscaping, and bus stop lighting.

Figure 7. Stakeholder Interviews: Needs by Main Theme

Main Theme	Number of Mentions
Pedestrian and bus stop improvements	4
ADA Improvements	3
Increased service offerings	3
Improvements in Customer Service	3
More frequent service	2
More Benches/Shelters at Bus Stops	2

Town Hall

Methodology

A virtual Town Hall was held on January 14, 2021 from 12:00pm to 2:00pm on the GoToMeeting platform. Participants could join online or call in to participate in the meeting. The goal of the town hall was to offer the general public an opportunity to provide input on the transportation needs of people age 65 and over and people with disabilities.

The Town Hall format was modeled after successful regional LCP workshop practices and was facilitated by Wave Transit staff. The Town Hall agenda is provided as Appendix E. After a brief description of the purpose and proceedings of the Town Hall, and remarks by Wave Transit Executive Director and Dial-A-Ride Program Manager, the public input portion of the Town Hall began. Participants discussed the transportation needs of people age 65 and over and people with disabilities and generated a list of needs which is shown as Appendix H.

2021 Locally Coordinated Public Transportation Plan

The Town Hall was promoted by local radio station WHQR, television stations WECT and WWAY, and in the StarNews newspaper (online). Additionally, Town Hall flyers were hung at Wave Transit stations and in all Wave Transit buses. Online promotion included Wave's Facebook and Twitter platforms, and website. The Town Hall was also promoted in email newsletters distributed by the disAbility Resource Center. Additionally, email invitations were sent to stakeholders, community partners, and to the professional networks of the LCP steering committee.

Fourteen (14) members of the public participated in the Town hall. Participants included people with disabilities, older adults, local government representatives, representatives of human service providers, Wave Transit customers, and the media.

Findings

The list of needs generated at the Town Hall was analyzed to determine priority by identifying main themes and grouping like needs under those themes. Only needs mentioned two (2) or more times were included in the prioritization. The number of like needs per theme were counted to generate a ranked list (most to least mentioned) by main theme. Figure 8. shows this ranking. The theme of pedestrian and bus stop improvements was the highest priority for comments collected through the Town Hall. Comments around the theme of pedestrian and bus stop improvements included: sidewalks at bus stops, bus stop maintenance including landscaping, and bus stop lighting.

Figure 8. Town Hall: Needs by Main Theme

Main Theme	Number of Mentions
Pedestrian and bus stop improvements	4
COVID related transportation	3
Technology training and improvements	3
Increase marketing and education on transportation services	3
Different service offerings	2

Identified Need

14 themes of need were identified through an analysis of comments collected by a community survey, focus groups, stakeholder interviews, and a Town Hall. Themes of need were ranked, per data collection method, by the number of times the theme was mentioned (as shown in Figures 6-8). Ranked needs for all data collection methods were analyzed to determine and prioritize the identified need overall. Only themes mentioned by two or more methods were included in the prioritization. Ranked themes were used to determine priority, instead of the full list of needs, in order to weight each data collection method equally. Eight themes emerged

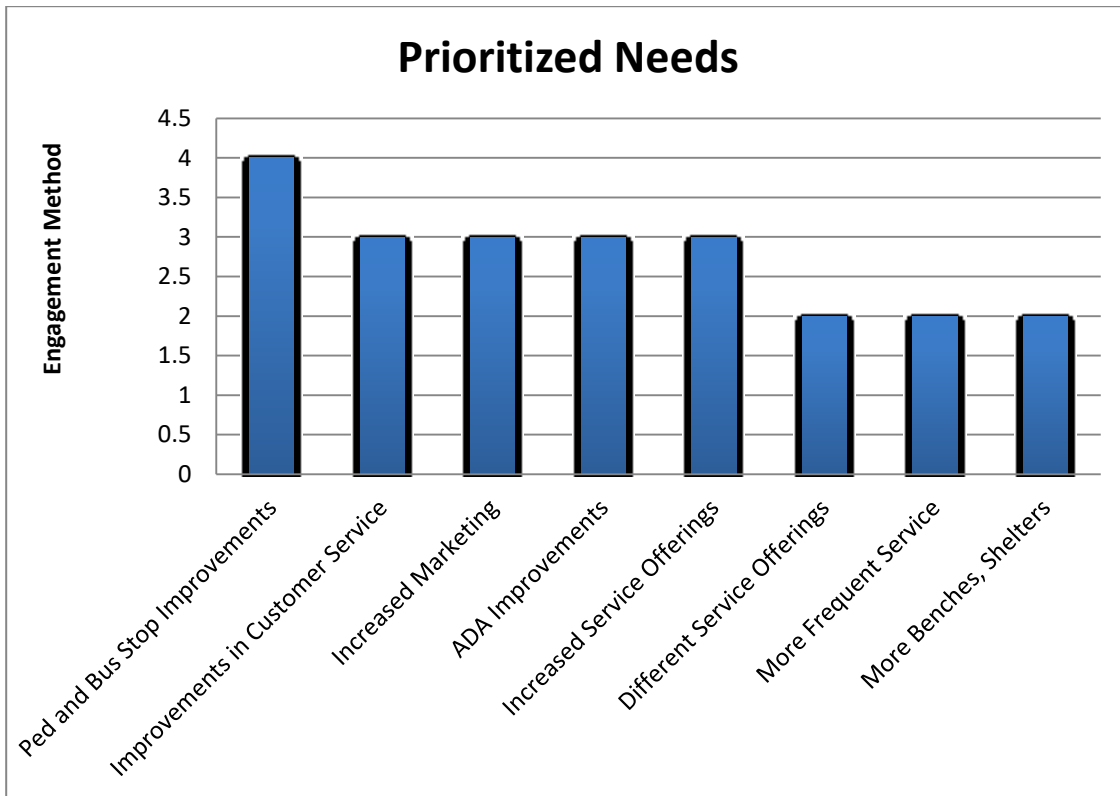
2021 Locally Coordinated Public Transportation Plan

as the top priorities. A ranked list of the eight themes, from most to least mentioned, is shown in Figure 9. A visual representation of the prioritization is shown in Figure 10. As four methods were utilized to collect comments, four mentions indicate that the need was prioritized by every mode. Three mentions indicate that the need was prioritized by three out of four methods. Two mentions indicate that the need was prioritized by two out of four methods.

Figure 9. Ranked Needs for All Comments Across Data Collection Modes

Most Mentioned Across Modes	Mentions
Pedestrian and bus stop improvements	4
Improvements in Customer Service	3
Increased marketing and education on transportation services	3
ADA Improvements	3
Increased service offerings	3
Different service offerings	2
More frequent service	2
More benches/shelters at bus stops	2

Figure 10. Prioritized Needs for Comments across Data Collection Methods



When the ranked needs from survey comments, focus group, stakeholder interview and Town Hall comments are compared with the survey data (summarized on pg. 13), findings overlap in four themes. This comparison is limited as the survey did not ask respondents to rank the themes in terms of, improvements in customer service, increased service offerings, more frequent service, or more benches/shelters at bus stops. The four overlapping themes are ranked below by priority across data collection methods and importance, as determined by survey respondents.

1. Pedestrian and bus stop improvements Increased marketing and education on transportation services
2. ADA improvements
3. Different service offerings

The theme of pedestrian and bus stop improvements was the highest priority for comments collected through the community survey, focus groups, stakeholder interviews and the Town Hall. Survey data show the themes of improved pedestrian and bus stop improvements, ADA improvements, and more benches/ shelters at bus stops the second highest priority, after continuing to provide service, with 85% of respondents finding the following statement very

2021 Locally Coordinated Public Transportation Plan

important: We need to make Wave Transit bus stops safer and more accessible through improvements such as better lighting, benches, and sidewalks. Comments around the theme of pedestrian and bus stop improvements included: sidewalks at bus stops, bus stop maintenance including landscaping, and bus stop lighting. The theme of increased marketing and education on transportation services was the second highest priority for comments collected through the community survey, focus groups, stakeholder interviews and the Town Hall. Survey data show the theme of increased marketing and education on transportation services as the third highest priority, out of five, with 83% of respondents finding the following statement very important: We need more community education and advertising about available transportation services. Comments around the theme of increased marketing and education on transportation services included education for driving cessation, advertisement on TV and radio, and targeted marketing to older adult residential communities and groups.

The theme of Americans with Disability Act (ADA) improvements was the second highest priority for comments collected through the community survey, focus groups, stakeholder interviews and the Town Hall. Survey data show the themes of pedestrian and bus stop improvements, ADA improvements, and more benches/ shelters at bus stops the second highest priority, after continuing to provide service, with 85% of respondents finding the following statement very important: We need to make Wave Transit bus stops safer and more accessible through improvements such as better lighting, benches and sidewalks. Comments around the theme of ADA improvements included, additional audio announcements to aid those with visual impairments, more information for customers about ADA policies and procedures, improved compliance with ADA service animal laws, and free aid accompaniment on fixed route buses. The theme of different service offerings was the third highest priority for comments collected through the community survey, focus groups, stakeholder interviews and the Town Hall. Survey data show the theme of provide different service as the fifth highest priority, out of five, with 66% of respondents finding the following statement very important: We need additional transportation options for people 65 and over and people with disabilities, besides Wave Transit and Dial-A-Ride (DART) services. Comments around the theme of different service offerings included volunteer driver programs, alternate vehicle types, on-demand service, and specialized routes, such as for grocery shopping.

Strategies, Prioritization and Implementation

The third FTA required element of a LCP is a discussion of strategies, activities, and/or projects to address the identified gaps between current service and needs, as well as opportunities to achieve effectiveness in service delivery.

Strategies to Address Identified Need

As the designated recipient in the TMA of Section 5310 funds, Wave Transit will work collaboratively with the community and the WMPO to develop a 5310 program which meets the transportation needs of older adults and people with disabilities in the region. Additionally,

2021 Locally Coordinated Public Transportation Plan

the 5310 Program Management Plan (PMP), vetted by the public and approved by the FTA in 2015, outlines the administration and scope of Wave's 5310 program. A regular update to the PMP is currently underway with approval expected in May of 2021.

The two strategies included in this plan, a mobility management program and a community grant, will address gaps between current service and needs, and work toward effectively meeting the highest priority needs identified by the 2021 LCP needs assessment. The highest priority needs identified are listed below. Strategy 1, a mobility management program will address needs 1-4, and strategy 2, a community grant will address needs 5-6. A discussion on how these strategies will meet the highest priority needs is provided in the following sections.

1. Pedestrian and bus stop improvements
2. Improvements in customer service
3. Increased marketing and education on transportation services
4. ADA improvements
5. Increased service offerings
6. Different service offerings

Strategy 1: Mobility Management Program

A mobility management program is the first of two strategies for the 5310 program in the TMA that will address gaps between current service and identified needs. The goals of the mobility management program are to remove barriers to existing transportation service, and improve mobility options for people age 65 and older and people with disabilities. The program will be managed by Wave staff and guided by the 5310 advisory group which includes local government and community leaders, as well as professionals in the fields of transportation and social service, people age 65 and older, and people with disabilities.

The following needs will be addressed by the mobility management program: 1) Pedestrian and bus stop improvements, 2) Improvements customer service), 3) Increased marketing and education on transportation services, 4) ADA improvements, through four programming areas: increased access to fixed route service, a travel training program, community engagement, and a customer service program. Each of these actions is further discussed in the following sections.

Increased Access to Fixed Route Service

The identified needs "Pedestrian and bus stop improvements" and "ADA improvements" will be addressed by the mobility management program through actions such as advocating for pedestrian infrastructure and crosswalks, assessing bus stops for ADA accessibility and lighting needs, and making ADA and other improvements where possible.

Travel Training Program

A Travel Training program meets the identified need "increased marketing and education on transportation services," by offering education, and the marketing of available transportation

2021 Locally Coordinated Public Transportation Plan

services for people age 65 and over, and people with disabilities. The program will aim to teach any person interested in navigating the Wave Transit transportation system to Ride the Wave, as well as provide transportation resources and training for human service providers or other groups serving the target populations. There will be no cost to participate and training will be available for individuals and groups. Each training session will be customized to the needs of the individual or group. Travel training sessions could be held in-person or virtually. Some examples of training might be how to schedule accessible van services, read a route map, buy a ticket, transfer to another bus, use real-time bus tracking as well as plan and ride a bus route to a destination. A sample Travel Training program marketing brochure is included as Appendix L.

Community Engagement

This action meets the identified need: “increased marketing and education on transportation services,” by offering outreach, education, a contact person, and the advertising of transportation services for people age 65 and over, and people with disabilities. The mobility management program will function as an information hub that links individuals to transportation resources, and engages with the community through in-person, virtual and social media outreach.

Customer Service Program

A customer service training program meets the identified need to “improvements in customer service” through actions such as staff customer service trainings, the creation of customer service training manuals for each department, and the ongoing facilitation of customer service best practices such as customer satisfaction surveys and other customer feedback opportunities. The mobility management program will be a partner on this effort with department managers and the Human Resources department. A training manual is currently underway with a launch of new training for employees to occur by July 2021.

Strategy 2: Community Grant

A community grant is the second of two strategies for the 5310 program in the TMA that will address gaps between current service and identified needs. The community grant strategy addresses the identified needs of “increased service offerings” and “different service offerings” by providing a funding opportunity that can extend current transportation service and/or fund new and alternate models of transportation. The community grant is managed by Wave staff, and project selection is guided by the 5310 advisory group which includes local government and community leaders, as well as professionals in the fields of social service, people age 65 and older, and people with disabilities.

Eligible entities for award of the community grant are local nonprofit, government, or private providers of public transportation serving older adults and people with disabilities. Projects selected for funding must be planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate, and must address a need identified in the LCP.

2021 Locally Coordinated Public Transportation Plan

An annual Call for Projects is published by the Authority announcing Section 5310 funding availability. A 2021 Call for Projects and grant application is included as Appendix M. Projects are approved for funding by the Wave Transit Board of Directors and the WMPO Board. Community grants are suballocations of the Section 5310 formula grant. The PMP provides administrative and programmatic guidance for suballocation under the 5310 program. The provision of community grants aids in regional coordination and collaboration of resources as the utilization of local funding from nonprofit agencies, local government, and private transportation providers can be used as local matching funds for the 5310 program.

Implementation

The fourth and final FTA element of an LCP is a discussion of the implementation of strategies or activities, based on time, resources, and feasibility.

Prior to their implementation, specific strategies and activities of the 5310 program will be further developed with feedback from the 5310 advisory group. Input will also be sought from the Wave Transit Board, WMPO staff, and the WMPO Board which includes members from all local governments in the TMA. NCDOT, local nonprofits, health and human service agencies, veterans groups, and other entities in the region which have an interest in transportation for older adults and people with disabilities, as well as the general public, will have an opportunity to provide input on strategies included in the 2021 LCP and the annual 5310 Program of Projects (POP).

Prioritization for Funding and Implementation

Prioritization among strategies or activities for funding and implementation will be based on time, resources, and feasibility. The criterion of time will be further defined to include the long-term sustainability of projects, and the period of oversight. The criterion of resources will look to internal capacity and the capacity of partner organizations. Finally, feasibility will include political, financial, and cultural considerations.

An additional criterion may also be examined: impact. The potential impact of strategies and activities will be assessed based on the FTA program measures below:

- **Gaps in Service Filled:** Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities, measured in numbers of seniors and individuals with disabilities afforded mobility they would not have without program support as a result of traditional Section 5310 projects implemented in the current reporting year.
- **Ridership:** Actual or estimated number of rides (as measured by one-way trips) provided annually for seniors or individuals with disabilities on Section 5310 supported vehicles and services as a result of traditional Section 5310 projects implemented in the current reporting year.

Appendix A.

Guide to LCP Planning Process

Getting Started

Coordination of public/private transit and human service transportation is vital in prioritizing valuable resources and maximizing services for persons with disabilities, older adults and individuals with low incomes.

A requirement of the Federal Transportation administration (FTA), the coordinated plan must be developed through a process that includes representatives of public, private and nonprofit transportation and human service transportation providers as well as members of the public. This document provides a **five-step approach to aid in the** development of a locally developed coordinated plan.

Important: The planning process should be thoroughly documented from start to finish. Documenting the planning process will help to eliminate questions and confusion, be evidence of your coordination efforts and help in the creation of a written locally developed coordinated plan. Document all the activities, results and important decisions made throughout the planning process.

Step 1 – Identify the Lead Agency

Reference: Transportation Services Coordination Plan

The agency that will take the lead in the planning process could be any one of the following:

- Regional planning organization (rural planning organization, metropolitan planning organization, council of government)

- Local transit system(s)

- Community or municipality in the region

- Professional consulting firm

As the designated recipient of 5310 funds for the TMA, Wave Transit serves as the lead agency in the development of the LCP for the region.

Roles and Responsibilities of the Lead Agency

- Provide overall **guidance** and **structure** to the process

- Provide a **process** for local coordinated plan adoption in consultation with participants

- Provide **written documentation** of the results of local coordinated planning process -The Plan

- Provide and **execute a strategy** for approval of The Plan.

Step 2 - Convene the Steering Committee

Assemble a **small** number of people to help organize a coordinated planning workshop. This committee, at a minimum, should consist of a representative from the following categories:

- Transportation partners (local and regional)

- Passengers

- Advocacy groups

- Human service providers

- Private providers

- Other interested groups

2021 Locally Coordinated Public Transportation Plan

Roles and Responsibilities of the Steering Committee

- Determine the date, time and location of the local planning workshop(s)
- Determine who the stakeholders are and send invitations
- Determine who will facilitate the meeting(s)
- Design the agenda and make logistical decisions
- Provide guidance in how to navigate tricky or contentious issues
- Assist on the day of the workshop
- Draft a Coordinated Public Transit-Human Service Transportation Plan and determine a process for adoption

Steering Committee Task #1

Select a date and time to hold the workshop. Determine a suitable location and facility for the workshop.

Location considerations:

- Adequate parking
- On or near bus lines
- Whiteboard or overhead projector
- Can accommodate service animals
- Meets all ADA facility requirements

Important: You may need to hold more than one workshop depending on the size of the planning area and attendance at the first workshop, or use other strategies to gather input. Strong consideration should be given to holding at least one workshop in each county of a multiple-county area.

Steering Committee Task #2

Determine local groups and individuals who should be invited to participate in the local coordinated planning workshop. See the suggested list in Appendix B.

Decide the right person in each group to contact

Determine who will make the contact

Gather contact information and send invitations

Ask organizations to extend the invitation to participate in the local coordinated planning process to local interested or affected groups and persons. Many organizations will have a membership list or a list-serve that they use to get the information out.

Important: The invitation should be extended to a comprehensive, diverse population from all geographical areas of the planning area and should include retirees, workers, minorities, the aged, the disabled, those with limited English proficiency, and private transportation providers.

Ask invitees to RSVP to make planning for the workshop easier. After the RSVP deadline, assess responses or level of interest. If interest or participation in the **community planning** approach to public involvement seems “light” or “one-sided,” consider a change of venue or date, or add other public involvement techniques to improve participation such as:

Focus groups

Survey(s) (i.e., *Framework for Action*)

Detailed study analysis

Steering Committee Task #3

Determine who will facilitate the workshop(s). Managing the meeting process and the flow of paper requires a facilitator and one or two assistants, none of whom is participating in the planning process. The facilitator will keep the group on track, guide the conversation, and not participate in the assessment. The facilitator can be a professional or a person from the community with experience guiding group work. Ask the community college, United Way, chamber of commerce, agricultural

2021 Locally Coordinated Public Transportation Plan

extension office or local mediation center to refer you to professionals or persons in your area with this skill. Before the workshop, the facilitator should learn about transportation and coordination.

Steering Committee Task #4

Determine whether the planning workshop will be one long meeting or two shorter meetings. In addition, the committee needs to decide how to collect data about existing services and resources. A sample agenda for a one-meeting process is included in Step 5. It will be helpful to distribute the sample agenda as a starting point. Once the agenda is set, the committee can decide how to set up the meeting space, make lists of supplies and assign responsibilities to committee members and staff.

Step 3 – Prepare for the Coordinated Planning Workshop

Reference: *The Framework for Action Facilitator's Guide*

<http://www.unitedweride.gov/FFA-Communities.pdf>

Suggested Resource Checklist:

- Flip charts (at least one for each table)
- Magic markers (at least two different colors)
- Peel-and-stick dots - two colors (five of each color for each participant)
- Masking tape
- Maps – showing the planning area
- Transit service area maps
- Fixed route schedules and maps
- RPO or MPO planning area maps
- GIS, statistical or census data
- Survey available transportation services (send to attendees in advance)
- Table tents with a number for each table
- Sufficient copies of the *Framework for Action* survey, if desired
- Extra pencils and some paper for notes (a couple of legal pads)
- Snacks at the workshop
- A strategy to incorporate late arrivers into the process
- Directions to workshop location posted on Web site
- Blank name tags

Note: If you are having more than one workshop, make sure you have adequate supplies for each.

Prepare a packet of information for each participant. Make table assignments prior to the beginning of the workshop to ensure that each table has representatives from a variety of areas to facilitate an exchange of ideas during the planning process.

The packet might include such statistical information for the service area as:

- Number and percentage of elderly
- Number and percentage of persons with disabilities
- Map location of elderly and/or low-income households
- Map location of large employers and/or business parks
- Map location of registered vehicles or households with zero vehicles
- Number and percentage of registered vehicles
- Number of households with zero or no vehicles
- Out-of-county travel patterns of workers to jobs
- Number and percentage of lost employment due to lack of transportation

2021 Locally Coordinated Public Transportation Plan

Create a sign-in sheet for each meeting of the steering committee, the planning workshop(s) and any follow-up meetings. Attendance records should be included in the final coordinated plan.

Sample SIGN-IN SHEET					
		Complete Shaded Area Below			
Table Assignment	Example Name	Signature	Organization	E-mail Address	Phone (include area code)
2	Otis Olderman				
4	Ann Ableson				
1	Barbie Busman				
3	William Worker				
1	Rita P. Rider				
6	Steve Student				

Important: Arrive at the workshop location at least 45 minutes prior to the published start time.

Locate bathrooms

Put up directions/signs, if needed

Set up sign-in table and participant tables

Set up snacks

2021 Locally Coordinated Public Transportation Plan

Step 4 - Conduct Local Coordinated Planning Workshop(s)

Sample Agenda for one-day workshop

Agenda Items		Approximate Time Allocation
Sign-In Registration	30	8:30 – 9:00
Pass out information packets and table assignments		
Welcome & Overview		9:00-9:45
Overview	2	
Purpose of Workshop	3	
Introduction of Participants	15	
Brief Overview of Federal Circulars	10	
Intended Outcome of the Coordinated Planning Workshop	5	
Establish Ground Rules for Workshop	5	
Describe the Coordinated Planning Process	5	
Coordination Planning		
Review/Create inventory of services	30	9:45-10:15
Break	15	10:15-10:30
Table discussion of transportation needs of the target population(s)	45	10:30-11:15
Report results of table discussion	30	11:15-11:45
Lunch Break ²	75	11:45-1:00
Determine priority needs – Dot Exercise	30	1:00-1:30
Review Eligible Activities from Circulars	20	1:30-1:50
Create service strategies by priority	50	1:50-2:50
Wrap up and next steps	10	2:50-3:00

¹ Have each table to choose a scribe (note taker) and someone to report out for the group.

² Steering Committee should work over lunch break to consolidate duplicated reports and prepare a clean list of transportation needs that resulted from the table discussions.

³ Participants should be given a total of 10 “peel and stick” dots (e.g., five red and five blue) to place beside their 10 top priorities, but should be asked to not place more than ____ stickers on any one item.

Ground Rules

TIME IS LIMITED – (*MUST LISTEN AND RESPECT OTHERS*)

EVERYONE IS EXPECTED TO PARTICIPATE

AVOID SIDE CONVERSATIONS

ESTABLISHED OUTCOMES

NO NEGATIVE COMMENTS

EVERYONE IS EQUAL

FOCUSED COMMENTS

OPEN TO SUGGESTION

SHARE INFORMATION GAINED FROM TABLE SESSION

REACH CONCEPTUAL CONSENSUS *

MEMBERS WILL SUPPORT THE DECISION OF THE GROUP

Consensus – when everyone is “comfortable” with the decision

Participants should ask themselves:

Can I live with this position?

Am I comfortable with this course of action?

Can I support the choice?

Step 5 – Draft a Coordinated Public Transit-Human Service Transportation Plan

Projects competitively selected for New Freedom or JARC funding shall be derived from a locally developed, coordinated public transit-human services transportation plan (“coordinated plan”). The written record of the activities and decisions made at the planning workshop with the stakeholders is the basis of the coordinated plan. The length of the plan depends on the length of the planning process and the complexity of the results.

The coordinated plan will minimally include the following elements:

An assessment of **available services** that identifies current transportation providers (public, private and nonprofit).

An assessment of **transportation needs** for individuals with disabilities, older adults and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts and gaps in service.

Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery.

Priorities for implementation based on resources (from multiple program sources), time and feasibility for implementing specific strategies and/or activities identified.

Dividing the plan into sections with numbered pages will make it much easier for applicants to fulfill this requirement.

An individual or a team of individuals selected by the lead agency in consultation with the Steering Committee should draft the coordinated plan after the planning process is completed. The Steering Committee under the guidance of the lead agency should review and approve the draft before it is made public.

Step 6 – Adopt the Plan

As a part of the local coordinated planning process, the lead agency in consultation with the steering committee and participants should determine the process of officially adopting the coordinated plan. The process of adopting the plan should include public involvement elements. The date the coordinated plan is adopted should be displayed prominently on the final draft of the plan.

PARTICIPANTS IN THE PLANNING PROCESS

Consideration should be given to including groups and organizations such as the following in the coordinated planning process, if present in the community:

Transportation Partners

- Area transportation planning agencies, including rural planning organizations, metropolitan planning organizations, councils of government, regional councils, associations of governments, local governments and NCDOT;
- Public transportation providers (including Americans with Disabilities Act (ADA) paratransit providers and agencies administering the projects funded under FTA urbanized and nonurbanized programs);
- Private transportation providers, including private transportation brokers, taxi operators, vanpool providers, school transportation operators and intercity bus operators;
- Nonprofit transportation providers;
- Past or current organizations funded under the Section 5310 program
- Human service agencies funding, operating and/or providing access to transportation services.

Passengers and Advocates

- Existing and potential riders, including both general and targeted population passengers (individuals with disabilities, older adults and people with low incomes);
- Protection and advocacy organizations;
- Independent living centers; and
- Advocacy organizations working on behalf of targeted populations.

Human Service Partners

- Agencies that administer health, employment or other support programs for targeted populations. Examples of such agencies include, but are not limited to, departments of social/human services, employment one-stop services; vocational rehabilitation, Workforce Investment board, Medicaid, community action programs, agency on aging, developmental disability council, community services board;
- Nonprofit human service provider organizations that serve the targeted populations;
- Job training and placement agencies;
- Housing agencies;
- Health care facilities; and
- Mental health agencies.

Others

- Security and emergency management agencies;
- Tribes and tribal representatives;
- Economic development organizations;
- Faith-based and community-based organizations;
- Representatives of the business community (e.g., employers);
- Appropriate local or state officials and elected officials;
- School districts; and
- Policy analysts or experts.

Appendix B.

Major Transportation Providers for Older Adults and People with Disabilities in the TMA

Agency/ Organization	Public, Private, or Nonprofit	Wheelchair Accessible Vehicle Y/N	Phone
Wave Transit	Public	Y	910-202-2045, 910-202-2052
Senior Resource Center	Public- Government	Y	910-798-6413
Brunswick Transportation System (BTS)	Nonprofit	Y	910-253-7800
PAS-TRAN	Nonprofit	Y	910-259-9119
Disabled American Veterans (DAV)	Nonprofit	Y	910-313-2190
Ivory's	Private	Y	910-264-9329, 910-262-3670
Event Shuttle	Private	Y	910-398-8333
Uber	Private	N	www.uber.com
Yellow Cab	Private	Y	910-762-3322

Appendix C

Community Survey (Pg. 1)

Transportation Needs for People with Disabilities and Older Adults

Locally Coordinated Transportation Plan Community Survey

Wave Transit is seeking public input for a Locally Coordinated Transportation Plan (LCP) in order to: identify the transportation needs of people with disabilities and individuals age 65 and older in the Wilmington Metro Area; identify strategies for meeting those local needs; and prioritize transportation services for funding and implementation. The results of this survey, along with input collected through a virtual open house and focus groups, will be included in the 2021 LCP and will inform future transportation programming and funding decisions. For more information please call: (910) 202-2045 or email: vlacer@wavetransit.com.

1. Do you have a disability?

☐ Yes

☐ No

2. Are you age 65 or older?

☐ Yes

☐ No

3. How often do you **currently** use the Wave Transit bus system or Wave Paratransit van service, Dial-A-Ride Transportation (DART)?

☐ Every day

☐ Several days a week

☐ Once a week

☐ Other (please specify)

☐ Once or twice a month

☐ Less than monthly

☐ I do not use the bus or Wave Paratransit van service, Dial-A-Ride Transportation (DART)

4. If your use of the Wave bus system or Wave Paratransit van service, Dial-A-Ride Transportation (DART) has changed due to COVID-19, how has it changed?

☐ I have stopped riding completely

☐ I ride about half as much now

☐ I ride very rarely now

☐ Other (please specify)

☐ I ride more now

☐ My use of the bus or Wave Paratransit van service, Dial-A-Ride Transportation (DART) has not changed

1

2021 Locally Coordinated Public Transportation Plan

Community Survey (pg. 2)

5. Please choose how important you find each statement of need for people with disabilities and individuals age 65 and older in our community:

	Very important	A little important	Not important
We need to make sure Wave Transit can continue to provide transportation services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need additional transportation options besides Wave Transit bus and Dial-A-Ride (DART) services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to make Wave bus stops safer and more accessible through improvements such as better lighting, benches and sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need more transportation options that are affordable for low-income residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need more community education and advertising about available transportation services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Please provide any additional comments below about transportation needs for people with disabilities and older adults in the Wilmington Metro area.

Thank you for your feedback!

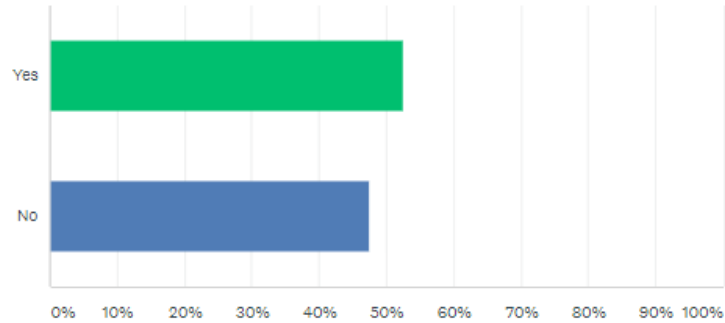
Appendix D

Survey Data

Q1

Do you have a disability?

Answered: 289 Skipped: 7



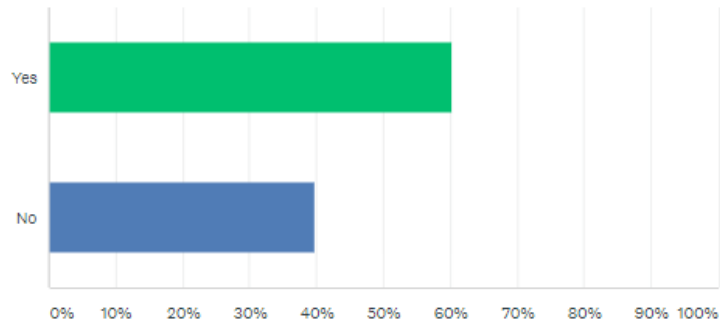
ANSWER CHOICES	RESPONSES
Yes	52.60% 152
No	47.40% 137
TOTAL	289

2021 Locally Coordinated Public Transportation Plan

Q2

Are you age 65 or older?

Answered: 292 Skipped: 4



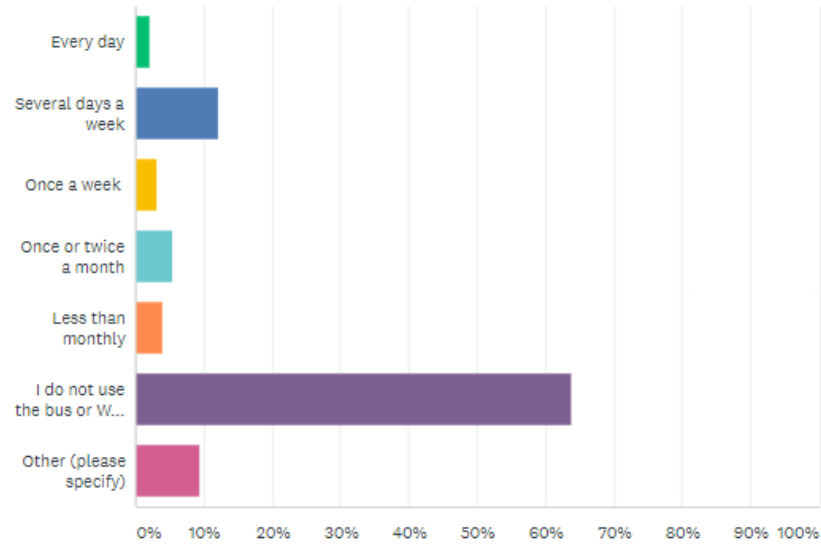
ANSWER CHOICES	RESPONSES	
Yes	60.27%	176
No	39.73%	116
TOTAL		292

2021 Locally Coordinated Public Transportation Plan

Q3

How often do you currently use the Wave Transit bus system or Wave Paratransit van service, Dial-A-Ride Transportation (DART)?

Answered: 295 Skipped: 1



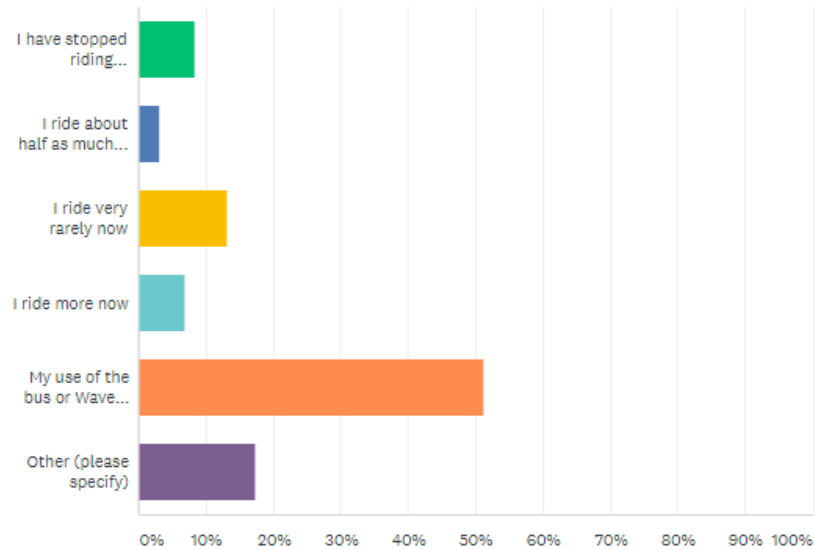
ANSWER CHOICES	RESPONSES	
▼ Every day	2.03%	6
▼ Several days a week	12.20%	36
▼ Once a week	3.05%	9
▼ Once or twice a month	5.42%	16
▼ Less than monthly	4.07%	12
▼ I do not use the bus or Wave Paratransit van service, Dial-A-Ride Transportation (DART)	63.73%	188
▼ Other (please specify)	Responses 9.49%	28
TOTAL		295

2021 Locally Coordinated Public Transportation Plan

Q4

If your use of the Wave bus system or Wave Paratransit van service, Dial-A-Ride Transportation (DART) has changed due to COVID-19, how has it changed?

Answered: 191 Skipped: 105

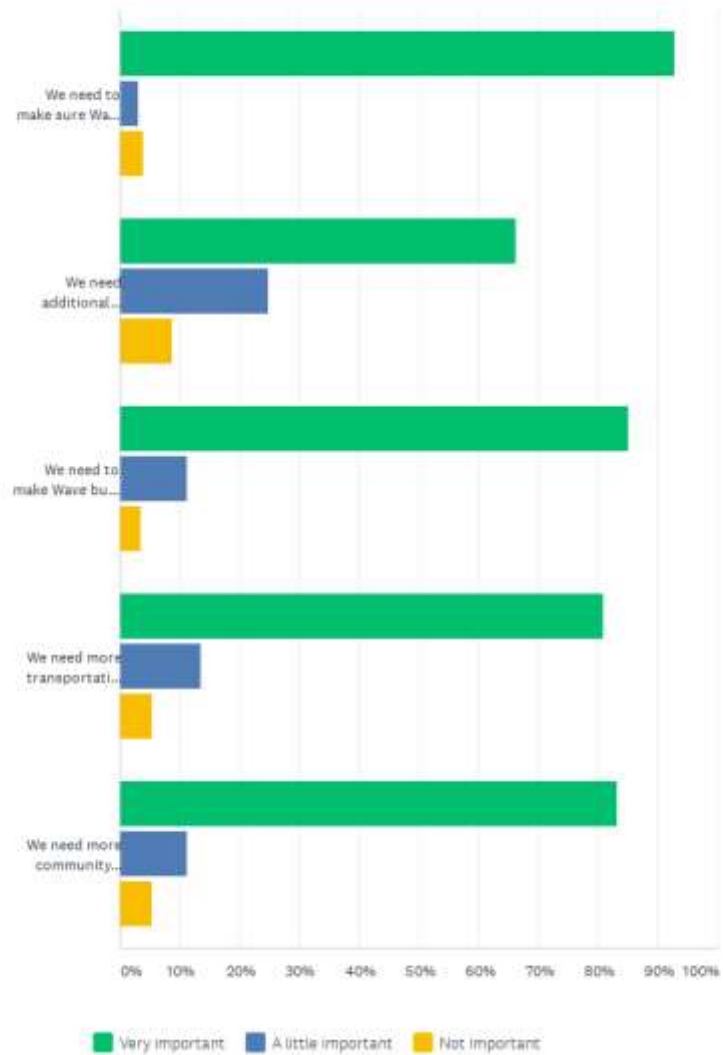


ANSWER CHOICES	RESPONSES	
▼ I have stopped riding completely	8.38%	16
▼ I ride about half as much now	3.14%	6
▼ I ride very rarely now	13.09%	25
▼ I ride more now	6.81%	13
▼ My use of the bus or Wave Paratransit van service, Dial-A-Ride Transportation (DART) has not changed	51.31%	98
▼ Other (please specify)	Responses 17.28%	33
TOTAL	191	

2021 Locally Coordinated Public Transportation Plan

Q5

Please choose how important you find each statement of need for people with disabilities and individuals age 65 and older in our community:



2021 Locally Coordinated Public Transportation Plan

	VERY IMPORTANT	A LITTLE IMPORTANT	NOT IMPORTANT	TOTAL
▼ We need to make sure Wave Transit can continue to provide transportation services	92.86% 260	3.21% 9	3.93% 11	280
▼ We need additional transportation options besides Wave Transit bus and Dial-A-Ride (DART) services	66.29% 175	25.00% 66	8.71% 23	264
▼ We need to make Wave bus stops safer and more accessible through improvements such as better lighting, benches and sidewalks	85.09% 234	11.27% 31	3.64% 10	275
▼ We need more transportation options that are affordable for low-income residents	80.88% 220	13.60% 37	5.51% 15	272
▼ We need more community education and advertising about available transportation services	83.21% 228	11.31% 31	5.47% 15	274

Appendix E

Survey Comments

Survey Comments: All Needs Mentioned (Not Ranked)	
1	Need more to Carolina Beach. To and from Wilmington and Monkey Junction
2	Get more routes to the outlying areas
3	We need more stops in Castle Hayne and Wrightsboro areas including park and ride
4	We need more cover top benches so people won't get wet when it rains
5	I feel Wave could advertise on TV- radio about transportation services for senior adults.
6	I think more stops in rural neighborhoods would be helpful. If you don't drive, you need now to get to the actual bus stop somehow. Not always possible or feasible.
7	Need lighting, benches, sidewalks, affordable low-income transportation
8	Stops should be safer - please. Take money out of park and rec for Wave.
9	Overhang and benches
10	It is important for people that do not drive or have a way to get around. I do not ride the bus but I know people who depend on it. At Castle Hayne stop they need a shelter. People have to stand in the rain!
11	The stops need shelters and benches. Mask given on transportation. Social distance seating.
12	A set bus route for older adults and people with disability. More high rate.

2021 Locally Coordinated Public Transportation Plan

13	Wave does not come to White Oak Apts. If they did lots of people would use it (age over 55 live here). Please start coming to White Oak Apts.
14	Ability to get to areas on the outskirts of the city limit.
15	More available information on routes, stops, times
16	To be on time and better bus schedule
17	It would be nice to just have buses on call when needed since many people have cell phone. It would save the city a lot of money when buses do not always have to run all the time. But have drivers on standby when someone is waiting at the bus stop.
18	You need to come down on the price of your bus tickets and passes
19	Need to be able to ride on weekend
20	Sometimes we need the transportation driver to be more helpful with patient.
21	Bus drivers should wear nametags
22	Bus drivers should be more friendly. Buses should come more often. The bus should be free during the pandemic, people can't afford to ride.
23	I am visually impaired. For others with visual impairments announcements should be provided on the bus. Also more bus stops at local attractions.
24	Wish we could go back to every 30 minutes, hard to take refrigerated food home. Want to switch to pre-paid/reloadable card to scan/tap. Make sure fare boxes take dollar coins.
25	The routes are limited in frequency and distance - I hope more frequent buses can start soon and bring back the Brunswick Route, Carolina Beach, and one to Porter's Neck, please.
26	The last question about community education concerning transportation services is very much needed. I know that our church would love to pass out any materials about this! We have a foodbank and I know some might be able to use these services if they knew more about it.
27	More bus stops on side streets not just main lines.

2021 Locally Coordinated Public Transportation Plan

28	I'm from Florida and when my mom was elderly, my dad in nursing care she had only one option for a convoluted transportation route to visit him. Because she was just across the city limit line she could not qualify for free rides. And, with only a meager Social Security income it was very difficult for her mentally, physically and financially. Unfortunately, as a single mom of three I was not in a position to provide much relief. Please make sure your program includes all eligible elders in New Hanover County. Provide near-by sheltered waiting areas and on-time schedules. Thank you
29	Wave has totally ignored Bus Stop placement in regards to new development in the area. You don't have bus stops on existing routes near new (large) apartment complexes for example. And why isn't Wave using Google Transit? So many people rely on their smartphones now; and don't get caught up in the distraction of creating your own app, use existing standards out there.
30	The cost of transportation for the elderly and disabled are ridiculously too high. A higher percentage of groups are living on government dollars, which we all know how little that equals monthly. The cost of paratransit should be at least cut in half and payable by an online account, cash or debit.
31	As stated above, routes that would include North 421 with parking available would potentially be helpful to rural communities not just to older people but commuters who work downtown. The intersections of 421 & 41 or 421 & 53 with parking available is our suggestion.
32	I believe crosswalks are very important and should be closer on busy street such as 16th and 17th Street.
33	Need better access to direct rides. I am currently in the hospital and I overheard the staff telling an elderly man in the room next to mine that there was no program that would give him a ride home so he had to take a bus. He was discharged at 6:30 pm and it was already getting dark. How is that even humane? Not everyone has a support system so you must step up and help- especially when it comes to the more vulnerable people of our society
34	There needs to be more stops added and all of the fixed routes need to be big buses.
35	Reduce the number of buses stop at one stop. Example is routes 101 and 108 run the same route. Instead, if Wave would run 101 to Pageant Station following its current route and then 108's back to Forden Station, Wave could remove route 108 altogether. This goes for other routes such as medical center and South 17th could merge to improve. Then the two proposed routes to be rid of 207 and 301, could remain and the system would be rid of two buses running.

2021 Locally Coordinated Public Transportation Plan

36	It would be nice to have a service that makes weekly trips to the triangle area for older adults, and people with disabilities, who need to go out of town for healthcare. A lot of low income older adults need more access to transportation.
37	I live off River Road. There is NO public transport there at all. I would like to see a route that at least stops at the Del Webb property to give us elderly people a viable option for transport
38	The routes need to be more efficient. There are absolutely not enough shelters, benches, and lighting at most stops throughout the routes. Northern Brunswick County needs to be included again. MOST IMPORTANT - WAVE needs to participate in the land use decision making process to help communities understand how land development patterns impact transportation.
39	Many cities have small, jitney-type buses that are accessible to their residents and have more flexible routes than are currently provided. I say this from personal experience, because several years ago I tried to help new residents use the bus service, only to discover they would need 2 changes to get from their home near UNC-W to downtown. (They bought bikes, and, eventually, a car!) I recommend that WAVE consider this option, especially as the county continues to expand physically and the traffic is becoming onerous.
40	Post services and phone numbers online
41	More readable signs and lighting for visually impaired
42	DART is outstanding. There are glitches and sometimes a lack of availability, but the drivers and staff do their best. The system needs improvement so that reservations aren't lost even with confirmation and availability increased
43	We have many needs for residents on S. College Rd., especially The Preserve at Pine Valley. We have many seniors who cannot go to doctors' appointments due to transportation challenges. We also have senior residents with mental challenges who could use the bus to go to work, church and the doctor, if needed. The Preserve at Pine Valley would act as a mid-way point, between Long Leaf Mall and the next stop at S. College and 17 ext. There is ample room for a bus shelter and it is right on the Cross City Bike/Walking Trail. Our apt. manager would be open to discussing this with you.

2021 Locally Coordinated Public Transportation Plan

44	I would say myself personally. I've stopped riding the wave van due covid -19. However there are many people who rely on this transportation everyday some only source for transportation. For daily needs, work Dr. Appt, grocery store etc. For people with disabilities and elderly rely on it as well thankful for assistance wave provide big thanks drivers all wave team. Yes implementing more benches for people(especially disable disabilities, elderly) can sit down have more lighting make safer in early morning & night available different areas in which needed too if possible ... Thank you wave .
45	Lack of sheltered bus stops is a major issue. Nobody should have to stand in the rain waiting for a bus. Some stops are sheltered, but the majority in lower-income areas are not.
46	Because older adults & people with disabilities have more difficulties getting to some bus stops, additional bus stops should be added to decrease walking distance to available bus stops.
47	Need to be able to get to the Miracle Field
48	Please consider future integrated mobility opportunities, options, and challenges for people with disabilities and over the age of 65.
49	We need shorter run times between stops. Also more covered stops to keep people out the rain.
50	Cheaper rates for para transit rides, extended hours.
51	The drivers should be a bit more aware of safety needs, especially for people with stability issues. On more than one occasion, I have--personally--been jolted into the seat, instead of given enough time to sit down. Everybody is different and I understand this. However, disabled and elderly people are not rag-dolls.
52	Buses or alternatives should run later in the evening, ideally 24/7 365 days of the year by hiring additional workers. Expand the bus line throughout the county. Bring back ability to get to other counties. Finally, eliminate bullying by bus drivers. Most are courteous, but I know of one driver who is openly hostile to riders. I've been mistreated. I've seen her be rude to people in wheelchairs because she had to help them and smelly homeless people. I'll be nice and not say who, but anyone who knows her, probably knows which driver I'm referring to.
53	Need more lighted stops and something announcement of the approaching bus for the visually impaired.

2021 Locally Coordinated Public Transportation Plan

54	My adult son has a disability and he is unable to drive; he depends on alternate transportation options to maintain his job and to live independently. This is definitely a topic that the public needs more education and awareness and the our community members would benefit from other options.
55	I work with the special needs population and helping them access transportation in the Wilmington area. Access to places south of Monkey Junction and the Leland area can be life savers for those trying to gain employment in those areas. As of now I feel the cost for regular bus rides and DART Van rides is fair. Better access to workers at the station would be helpful as well.
56	Signals to stop traffic on busy street such as 16th and 17 so pedestrian can cross safely.
57	I find the hourly and loop route services difficult to work with. I would like to see benches and covered areas at the stops. I would like to see the shopping areas continue to be accessed. I think the bus we need to run till 9 pm Mon- Sat, to the airport on the weekend, and that the Leland/Brunswick route needs to be restarted and with the same as Wilmington hours. I do appreciate that the services is available in a city of this size (I have spent time in larger cities and used their public transportation). I think to work with the growth, the tourist aspect, and the college is also important to the city and the Wave system. I appreciate and give credit to the drivers & employees of the company and their customer service. I am a disabled 58 yr. old single female. One of the reasons I chose my house is because I am within a few blocks of a bus stop.
58	Make sure 65+ know that help is available

Appendix F.

Focus Group Discussion Questions

1. Please introduce yourself and tell us how you would have gotten to the meeting today, if it was in-person.
2. How do you primarily get where you need to go? Car? Bus? Friends? Taxi? Uber/Lyft?
 - a. Has your choice of transportation changed because of COVID?
 - b. Do you use multiple methods?
 - i. If yes, which ones and why do you choose one over the other?
 - c. How do you get information about transportation options?
 - i. Have you ever visited the Wave website?
 1. What did you think about the website? Were you able to get the information you needed?
 - ii. Have you ever been on the Wave FB page or Twitter feed? If yes, what was your experience?
3. Have you ever participated in Travel Training through Wave? If yes, what was your experience?
4. Have you ever used the bus? If yes, what was your experience? If no, why not?
5. Have you ever used DART? If yes, what was your experience?
6. Have you ever not been able to get where you needed to go because you did not have transportation?
7. Are there places you don't go in the Wilmington area because you don't have reliable transportation to those locations?
8. Are there places you don't go in the Wilmington area because the cost of transportation is too high to get there?
 - a. Does the cost of transportation fit into your budget?
9. What was your best transportation experience? Why was it the best?
10. What was your worst transportation experience? Why was it the worst?
11. What transportation options for people with disabilities/older adults are working well?
12. What changes are needed in our community to improve transportation for people with disabilities/older adults?

2021 Locally Coordinated Public Transportation Plan

Appendix G.

Focus Groups: All Needs Mentioned (Not Ranked)

CFDC Focus Group Needs	dRC Focus Group Needs	AARP Focus Group Needs	Glover Plaza Focus Group Needs
Longer service hours	More/better information for customers about ADA policies and procedures	Getting more people to know about what wave offers	More bus stops at attractions
Consistency with policies across drivers (FR)	Drivers making sure customers with disabilities know their rights/options (if both wheelchair spots are full or the lift is broken)	Get more people out of cars that help with reducing the traffic congestion	More audio announcements for people with visual impairments
Better customer service from bus drivers (FR)	Better customer service from drivers for people with disabilities	Marketing the services	Wish we could go back to every 30 min, hard to take refrigerated food home.
Improve accessibility at bus stops for people using wheelchairs (sidewalks)	Cashless fare payment	Safety at the bus stops	Want to switch to prepaid, reloadable card to scan/tap
Limit passengers on FR to prevent COVID	Improving driver's treatment of older adults and people with disabilities	Lighting at bus stops	Make sure fare boxes accept dollar coins
Get air filters for FR buses to prevent COVID	Drivers improve compliance with ADA law (service dogs)	Safety from COVID on transportation	Drivers need to be friendlier
Improve FR bus schedule adherence	Drivers should be friendlier and have better attitudes toward customers	Personal safety on board vehicles	Buses should come more often
	Not requiring that people using a wheelchair or who have prosthetics show a 1/2 fare card or Medicare to get the	Marketing	Buses should be free during the pandemic

2021 Locally Coordinated Public Transportation Plan

	discount		
	Stop drivers spraying air freshener on the bus	Better lighting at bus stops and streets	
		Service to Porters Neck	

Appendix H.

2021 LCP Stakeholder Interview Questions

1. What changes in transportation patterns have you seen/heard about due to COVID?
2. How is information on transportation options accessed by those you represent?
3. What public transportation services or programs are utilized by those you represent?
4. What other transportation options are used by those you represent?
5. What are you hearing about the cost of transportation for those you represent?
6. What are you hearing about the accessibility of transportation (ADA and feasibility/reliability of available transportation options) for those you represent?
7. What transportation programs/services are working well for those you represent?
8. What changes are needed in our community to improve transportation for people with disabilities/older adults?

Appendix I.

Stakeholder Interviews: All Needs Mentioned (Not Ranked)

Stakeholder Interview Needs
More benches and covered shelters at bus stops
Increase DART service area
Free aid accompaniment on FR
Keep 1/2 fare discount for people with disabilities
DART service for high-risk individuals during COVID
Sidewalks at bus stops for people who use wheelchairs and mobility aids
Increased frequency of FR buses
Arm-in-arm transportation service
Covered shelters and benches
Simplify DART form or provide assistance filling out DART form
Bus stops and bus information at senior living facilities
Bus stop lighting
Sidewalks at bus stops
Bus stop maintenance (cut overgrowth)
30 minute bus service
Longer service hours (could be just during holidays)
Wi-Fi on buses
Serve more areas
Add rails to benches (under shelters) to help people stand up
Address dangerous seat belts on smaller vehicles

2021 Locally Coordinated Public Transportation Plan

Music/radio on the bus
Comment cards on buses
Board members please ride the bus (more leadership face time leadership with customers/greater attention by board members to customer experience)
Increased training for staff on customer service skills

Appendix J.

Town Hall Agenda



Wave Transit Virtual Town Hall Agenda

Transportation for Older Adults and People with Disabilities

January 14, 2021, 12:00pm to 2:00pm

- I. **12:00pm to 12:05pm:** Introduction and Welcome –
Vanessa Lacer, Wave Transit Mobility Manager
- II. **12:05pm to 12:10pm:** Opening Remarks - Marie Parker,
Wave Transit Executive Director
- III. **12:10 to 12:15pm:** Remarks - Cliff Rode, Wave Transit Dial-
A-Ride Transportation (DART) Manager
- IV. **12:15pm to 12:20pm:** Overview of input collection process
for today's Town Hall and future public input opportunities
– Vanessa Lacer, Wave Transit Mobility Manager
- V. **12:20pm to 1:50pm:** Public input period
- VI. **1:50pm to 2:00pm:** Wrap-up and conclusion

Appendix K.

Town Hall: All Needs Mentioned (Not Ranked)

Town Hall Needs
Service to Myrtle Grove area for elderly residents that need an alternative
Bus stops close together so those with mobility issues would not have to walk so far to catch a bus near the Preserve at Pine Valley
Pamphlets to advertise services at housing communities
Safety at bus stops
Covered bus stops
Education for driving cessation
Grocery store trips
Out of county trips (medical Duke and CH)
Independent transportation solution (volunteer drivers)
Connect home-bound folks with COVID vaccine
Flexible to help with new/upcoming COVID issues
Collaboration with NHC to address COVID issues re: transportation
Remove technology barriers for low income seniors
5310 funding used for medical appointments through NHC SRC
Education around tech/bus app - partner with NHC SRC
Safety of bus stops (pedestrian infrastructure for street crossing)
Need increased Marketing/Education on services
Volunteer driver program (free to participants)
Crosswalk at 16th and 17th St and Little John Circle near Glover Plaza
Technology training
Ped infrastructure

Appendix L.

Travel Training Brochure (Exterior)

**Learn To
Ride the Wave**

- Read schedules
- Plan a trip
- Find your stop
- Board and exit the bus
- Buy a ticket
- Use transfers
- Use real-time bus tracking
- All vehicles ADA accessible
- Schedule an accessible van trip
- And more!



**What Is
Travel Training?**

Travel training is a program that aims to teach any person interested in navigating the Wave Transit system to Ride the Wave.

There is no cost to participate and training is available for individuals and groups. Each training session is customized to the needs of the individual or group.

For more information or to request Travel Training please visit www.wavetransit.com or contact
Mobility Manager, Vanessa Lacer
phone: 910-202-2045
email: vlacer@wavetransit.com



Cape Fear PublicTransportation Authority

WaveConnect
Making Public Transportation Available to All



Get on Board...
Learn to Ride the Wave!



Travel Training

Travel Training Brochure (Interior)

Our Travel Training Program Provides

One-on-One & Group Travel Training

For individuals or groups that want to learn how to ride or gain confidence using public transportation. Training sessions may include classroom instruction and time on the vehicle.

Participants can receive comprehensive, personalized instructions to reach various destinations within the Wave Transit system network or to become more familiar with the Wave Transit system.

Train-the-Trainer

For those who wish to provide in-house travel training to their group or organization. Training sessions may include classroom instruction and time on the vehicle.

Frequently Asked Questions

Who is eligible for Travel Training?

Any individual or group that wishes to learn how to use the Wave Transit system is eligible for travel training.

How much does Travel Training cost?

Travel Training is provided free of charge.

Where can the individual or group learn to travel to?

Travel Trainers can teach the individual or group to travel anywhere in the Wave Transit service area. Some examples include medical offices, recreation facilities, shopping centers, schools, and workplaces.

What can I expect to gain from a travel training session?

Travel Training participants can expect to gain a greater familiarity and comfort with the Wave Transit system as well as skills specific to their mobility goals.

How do I request Travel Training?

To request Travel Training for yourself or your group, please visit www.wavetransit.com and click on the WaveConnect logo. If you cannot access our website or need assistance with the Travel Training form please contact Mobility Manager, Vanessa Lacer at (910) 202-2045 or email vlacer@wavetransit.com.



Appendix M.

Community Grant Application



2021

Community Grant Application

FOR WAVE TRANSIT'S TRANSPORTATION FOR ELDERLY
PERSONS AND PERSONS WITH DISABILITIES COMMUNITY
GRANT PROGRAM (SECTION 5310)

Introduction

This application package is for the 2021 Transportation for Elderly Persons and Persons with Disabilities Community Grant Program (Section 5310). The following information is contained in the application package: information on funding availability, applicant and project eligibility, application timeline and project evaluation criteria. The Cape Fear Public Transportation Authority (d.b.a. Wave Transit) was appointed the Designated Recipient by the Federal Transportation Administration (FTA), the Governor of North Carolina and the Wilmington Metropolitan Planning Organization of the 5310 grant funding for the Wilmington Metropolitan Urbanized Area (UZA). As the Designated Recipient, Wave Transit is responsible for developing a 5310 Program Management Plan (PMP) and administering a call for projects announcing available funding for eligible sub recipients within the UZA. Interested applicants should review the [2016 Locally Coordinated Plan](#), [5310 Program Management Plan](#) and this application to determine if they are eligible for funding.

Available Funding for Community Grants

The expected funding amount available for 2021 is approximately \$70,000.

Applicant Eligibility

There are three types of applicant organizations eligible to be sub recipients of funds under the Community Grant Program Section 5310. Eligible applicants are as follows:

- 1) Private nonprofit organizations
 - a. A nonprofit organization is a corporation or association determined by the United States Secretary of the Treasury to be an organization described by 26 U.S.C. §501(c) that is exempt from taxation under 26 U.S.C. §501(a) or one which has been determined under state law to be nonprofit and for which the designated state agency has received documentation certifying the status of the nonprofit organization. Nonprofit applicants must be recognized under Section 501(c)(3) of the Internal Revenue Code and submit a copy of the certificate from the IRS.
 - b. Private nonprofit applicants desiring to receive funds under Section 5310 must submit an attorney's certification declaring the agency's legal status and attach a copy of the charter and bylaws as listed with the North Carolina Secretary of State.
- 2) State or local governmental authorities
- 3) Private operators of public transportation

- a. The definition of “public transportation” includes “... shared-ride surface transportation services ...” Private taxi companies that provide shared-ride taxi service to the general public on a regular basis are operators of public transportation, and therefore eligible sub recipients. “Shared-ride” means two or more passengers in the same vehicle who are otherwise not traveling together.

Project Eligibility

Section 5310 funds are available for capital and nontraditional projects to support the provision of transportation services to meet the specific needs of persons age 65 and older and persons with disabilities. All projects must be situated within the Wilmington Metropolitan Urbanized Area (UZA) (see Figure 1 on Page 7 for a map of the UZA), and all projects must meet a need identified by the [2016 Locally Coordinated Plan](#).

The lists of eligible activities are intended to be illustrative, not exhaustive. FTA encourages recipients to develop innovative solutions to meet the needs of elderly persons (as defined as 65 years of age or older) and persons with disabilities in their communities.

Both traditional capital and nontraditional capital and operating projects must be targeted toward meeting the specific needs of persons age 65 and older and persons with disabilities. It is not sufficient that elderly persons and persons with disabilities are merely included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services.

Eligible Capital Projects

Funds for the Section 5310 program are available for capital expenses to support public transportation capital projects planned, designed, and carried out to meet the special needs of persons age 65 and older and persons with disabilities when public transportation is insufficient, unavailable, or inappropriate. Examples of capital projects which must be carried out by an eligible recipient or sub recipient, include, but are not limited to the list below. Any vehicles provided for the use of grantees will be owned and maintained by Wave Transit.

- a. Rolling stock and related activities for Section 5310-funded vehicles
 - 1) Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs
 - 2) Vehicle rehabilitation; or overhaul
 - 3) Preventive maintenance
 - 4) Radios and communication equipment
 - 5) Vehicle wheelchair lifts, ramps, and securement devices
- b. Passenger facilities related to Section 5310-funded vehicles

- 1) Purchase and installation of benches, shelters and other passenger amenities
- c. Support facilities and equipment for Section 5310-funded vehicles
 - 1) Extended warranties that do not exceed industry standard
 - 2) Computer hardware and software
 - 3) Transit-related intelligent transportation systems (ITS)
 - 4) Dispatch systems
 - 5) Fare collection systems
- d. Lease of equipment when lease is more cost effective than purchase. Note that when lease of equipment or facilities is treated as a capital expense, the recipient must establish criteria for determining cost effectiveness in accordance with FTA regulations, "Capital Leases," 49 CFR part 639 and OMB Circular A-94, which provides the necessary discount factors and formulas for applying the same.
- e. Acquisition of transportation services under a contract, lease, or other arrangement. This may include acquisition of ADA-complementary paratransit services when provided by an eligible recipient or sub recipient as defined in the 5310 Program Management Plan. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- f. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other elderly persons and/or persons with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - 1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for persons with disabilities, elderly persons, and low-income individuals
 - 2) Support for short-term management activities to plan and implement coordinated services
 - 3) The support of state and local coordination policy bodies and councils

- 4) The operation of transportation brokerages to coordinate providers, funding agencies, and passengers
- 5) The provision of coordination services, including employer-oriented transportation management organizations' and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers
- 6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs
- 7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense)

Eligible Nontraditional Projects

Funds for the Section 5310 program are available for nontraditional projects which are defined as those that:

- 1) Provide transportation services that exceed the requirements of the ADA
- 2) Improve access to fixed route services and decrease reliance by persons with disabilities on ADA complementary transit service
- 3) Provide alternatives to public transportation projects that assist persons age 65 and over and individuals with disabilities with transportation needs

Nontraditional projects may include capital or operating expenses. Any vehicles provided for the use of grantees will be owned and maintained by Wave.

Projects that Exceed the Requirements of the ADA

The following activities are examples of eligible projects meeting the definition of public transportation service that is beyond the ADA or former Section 5317 projects:

- 1) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
- 2) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- 3) The incremental cost of providing same-day service

- 4) The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders, but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system
- 5) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
- 6) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations, 49 CFR part 38 (i.e., larger than 30" × 48" and/or weighing more than 600 pounds), and labor costs of aides to help drivers assist passengers with oversized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600-pound design load, and the acquisition of heavier duty vehicles for paratransit and/or demand-response service in order to accommodate lifts with a heavier design load
- 7) Installation of additional securement locations in public buses beyond what is required by the ADA
- 8) Feeder services. Accessible "feeder" service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA

Projects that Improve Access to Fixed-Route Service and Decrease Reliance by Persons with Disabilities on ADA-Complementary Paratransit Service

The following activities are examples of eligible projects meeting the definition of public transportation service that improves access to the fixed-route system:

- 1) Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. Section 5310 funds are eligible to be used for accessibility enhancements that remove barriers to persons with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail. This may include:
 - a. Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
 - b. Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA
 - c. Improving signage or wayfinding technology

- d. Implementation of other technology improvements that enhance accessibility for people with disabilities including ITS.

Projects that Provide Alternatives to Public Transportation that Assist Elderly Persons and Persons with Disabilities

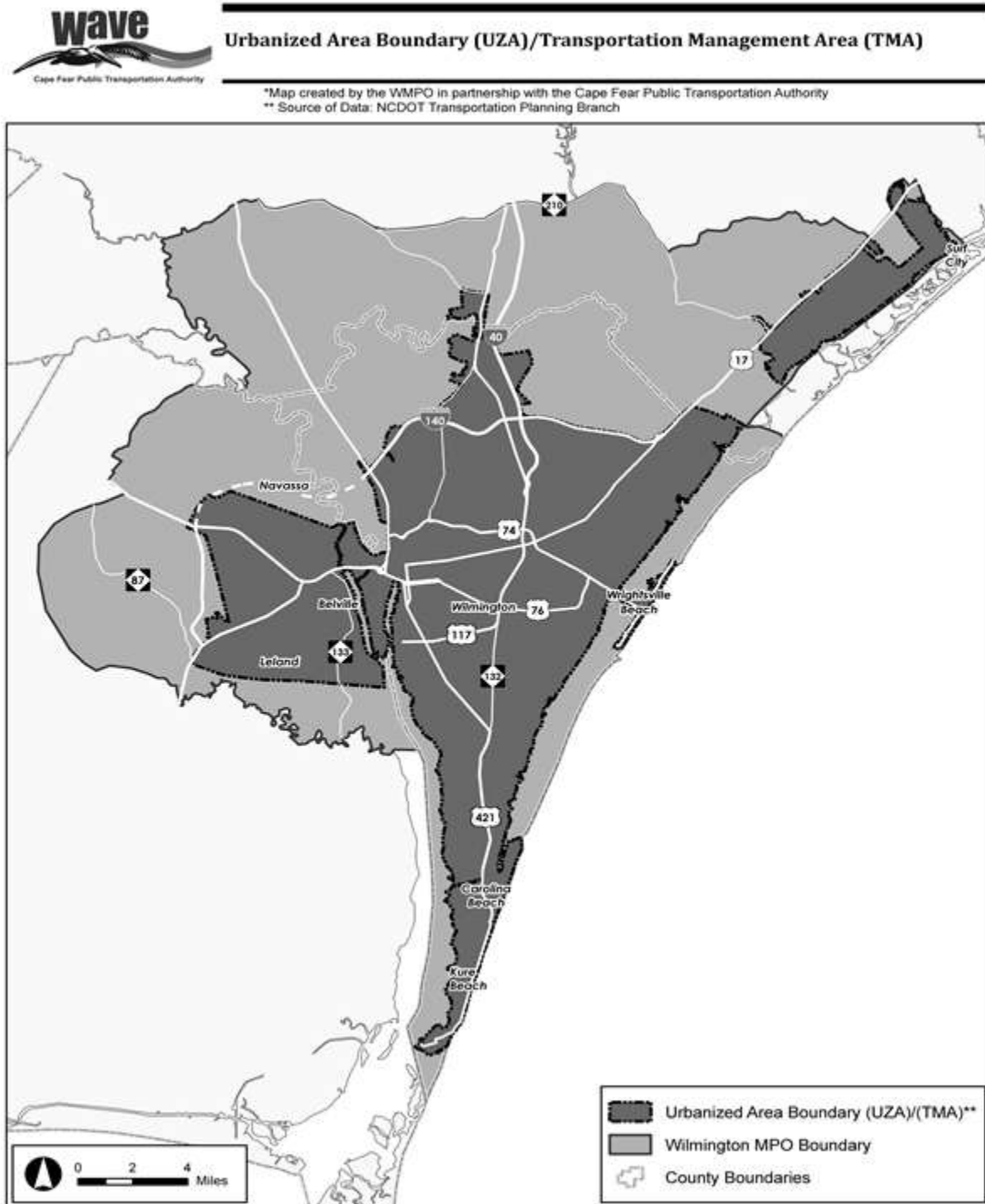
The following activities are examples of eligible projects meeting the definition of a service that provides an alternative to public transportation:

- 1) Purchasing vehicles to support accessible taxi, ride-sharing, and/or vanpooling programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provided that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to part 38 to remain in his/her personal mobility device inside the vehicle.
- 2) Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to elderly persons and persons with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.
- 3) Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible. FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

Map of Wilmington Metropolitan Urbanized Area (UZA)

Potential applicants must propose services that are within the Wilmington Metropolitan Urbanized Area as shown in Figure 1 below.

Figure 1



Application Process

Completed applications (Parts I-III of the 5310 Community Grant Application) should be submitted to the Wave Transit contact below. Mailed applications must be received at the address provided by the January 8, 2020 deadline. Mailed applications should be delivered in an electronic format on a CD or flash drive. Applications can be completed either as a Microsoft Word Document or a scanned PDF.

Application Submission

Applications emailed as an attachment are preferred.

Submit applications to the follow addresses:

By Email:

vlacer@wavetransit.com

By Post:

Attn: Vanessa Lacer, Mobility Manager

Wave Transit

1480 Castle Hayne Rd Wilmington, NC 28401

Application and Project Selection Schedule

The 5310 Call for Projects and project selection will adhere to the following schedule:

January 1, 2021: First day to submit application for 5310 funds

January 31, 2021: Last day to submit application for 5310 funds

March 2021: Applicants notified of selection

July 2021: Funding available

Project Evaluation and Selection

Upon verification that the project meets the minimum guidelines below, a Project Selection Committee comprised of Wave Transit personnel and the Wave Connect Advisory Committee will evaluate and score the projects, and make funding recommendations to the Wave Transit Board.

Minimum Project Guidelines

- 1) Does the project meet a need identified in the 2016 Locally Coordinated Plan?
- 2) Is the proposed project a non-duplicative service or program?
- 3) Are eligible matching funds identified and available?
- 4) Is the primary focus of the proposed service or program serving the target populations?
- 5) Does the project provide programming and/or services within the UZA?

Community Grant Program Application

Please complete Parts I-III of the Community Grant Program Application. Return the completed application to Wave Transit as noted in the Application Process section.

Part I – Funding Request

Applicant Information

Organization Name:

Contact Person:

Address:

City, State, Zip:

Telephone: _____ Fax: _____

Email: _____ Website: _____

Project Description

Title:

Brief Description:

Project Type: _____ Capital _____ Nontraditional

Service days/hours (if applicable):

Estimated Cost per One-Way Trip (if applicable):

Estimated Daily Riders per Weekday/Weekend (if applicable):

Part II – Project Narrative

Please complete the Project Narrative questions below.

Expanded Project Description

Please use this space to expand on your project description beyond the brief description provided in Part I of the application if needed.

Project Need

- 1) *How is the proposed project consistent with eligible program activities and objectives of the funding program? Describe how the project meets a need identified by the [Locally Coordinated Plan](#). Please provide the associated page number(s) in the [Locally Coordinated Plan](#)*

- 2) *Describe the impact of the program for the Wilmington Metropolitan Area’s elderly and disabled population. Please provide the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.*

Project Planning and Implementation

- 1) *Describe how the proposed project might coordinate or link with other transportation providers or transportation stakeholders*

- 2) *Describe the project timeline and project lifespan.*

- 3) *When could your project begin upon receiving funding? Describe the process your organization would take to implement the project.*

Project Budget

- 1) *In addition to filling out the Proposed Project Budget, note any plans for continued investment and/or maintenance for the proposed project after the grant funds are spent.*

Program Effectiveness and Evaluation

- 1) *How does your organization plan to collect information to monitor quality control and customer satisfaction related to implementing the proposed project? Include in your description any measurable indicators you propose to use.*

- 2) *If your organization has previously been awarded Community Grant funding, what was the impact of that funding on your project and on your organization overall?*

Organizational Preparedness

- 1) *Describe how your proposed project aligns with the overarching mission of your organization.*

- 2) *Describe the staffing plan for this project. Who would be the primary staff person responsible for managing the grant? What other staff would be involved? Describe any relevant past experience these staff have in working on the type of project proposed.*
- 3) *Please note any experience your organization has as an existing grantee of 5310 funds, or similar fund administration, as well as experience with financial reporting such as quarterly reports, annual audits and/or other forms of financial reporting.*
- 4) *Describe any training, maintenance, inspections and/or service monitoring you plan to do focused on managing risk and providing safe services.*

Part III – Proposed Project Budget

Project Funding

Local matching funds are required for all application submittals. For projects requiring operating funds the required match is 50% from non-federal transportation funds. For capital projects the required match is 20% from non-federal transportation funds. Some potential capital match exceptions are noted in the FTA guidance and the Wave Transit 5310 Program Management Plan.

Total Project Budget \$ _____
Capital Federal Share \$ _____ %
Capital Local Match \$ _____ %
Operating Federal Share \$ _____ %
Operating Local Match \$ _____ %
Local Match Fund Source:

Note: The applicant must demonstrate a commitment to provide local funds and provide appropriate documentation. Documentation may be in the form of a letter or other supporting documentation noting where funds will be drawn from.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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

Memorandum

To: Mike Kozlosky, Executive Director, WMPO

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

Date: May 5, 2021

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

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

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

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

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

Wilmington Urban Area Metropolitan Planning Organization

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

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

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

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

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

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



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

Submittal Guide
Fiscal Year 2021

Date of Release: June 2021

Pre-application Review: July 9, 2021

Electronic Application Submittal Deadline: 5 pm August 9, 2021

Submit one hard copy and one digital copy to:

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

CD should be labeled with the following:

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

Table of Contents

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

Introduction

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

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

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

Eligibility Criteria

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

1) Federal Aid Eligible Projects

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

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

2) Locally Administered

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

3) Compliant with the adopted MTP/LRTP

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

4) Locally funded with funding commitment

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

5) Transportation Improvement Program (TIP)

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

6) Project Design Intent

Project design intent must meet Federal and State guidelines.

7) Project Cost

Total Cost of Project = Total funding requested from WMPO Board

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

Program Administrative Details

1) Project Submittal Limits

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

2) No Unfunded Project Carry-Over

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

3) Construction Requirement within 10 years

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

Application Materials

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

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

Funding Request Submittal Form

The following descriptions are to help completion of this form:

Project Name – A descriptive name of your project.

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

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

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

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

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

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

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

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

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

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

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

1. Project Preference Points

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

2. Project Readiness

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

c. Utility Impact/Relocation

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

3. Congestion and Mobility

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

Choose one of the following choices on the sheet:

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

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

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

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

4. Accessibility

a. ADA Compliance

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

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

(See Appendix B for map requirements and example map)

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

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

(See Appendix B for map requirements and example map)

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

5. Safety

- a. **Number of Reported Crashes** – Provide percentage of bicycle/pedestrian crashes and vehicle only crashes. The applicant shall use a TEAAS report for the previous three (3) calendar years. Reported crashes must occur within ¼ mile of the proposed facility. The WMPO will provide this data upon request. Please allow time to provide this report information.
 - i. *No crashes recorded within project limits*
 - ii. *Fewer than five (5) reported crashes within the project limits*
 - iii. *Between five and fourteen (5 – 14) reported crashes within project limits*
 - iv. *More than fourteen (14) crashes or one (1) fatality within project limits*

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

6. Sustainability

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

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

7. Project Cost Table

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

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

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

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

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

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

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

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

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

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

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

Signed Resolution of Support

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

Detailed Opinion of Probable Construction Costs

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

Project Schedule

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

Supporting Documents

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

Tiebreaker elements

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

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



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

Date: _____

Project Information:

Project Name: _____

Project Location: _____

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

Existing Project? Yes No

Primary Applicant: _____

Secondary Applicant: _____

Project Manager: _____

Contact Person: _____

Project Description:

Problem Statement:

STBGP Eligibility

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

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

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

1. Project Preference Points: (33 points maximum)

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

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

b. Covid – 19 Hardship Factor:

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

c. Project Manager Experience:

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

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

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

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

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

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

b. Right-of-Way / Easement Dedication

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

c. Utility Impact / Relocations

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

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

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

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

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

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

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

d. **Closing a Gap / Extensions**

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

e. **Major Obstacles**

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

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

4. Accessibility: (17 points maximum)

a. **ADA Compliance**

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

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

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

☐ Project is located within ½ mile of a Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital.
 _____ (# of Generators) x 1 point each = _____

☐ Project is **not** located within ½ mile of any Residential Area, Park/Playground, Recreation Center, Library, Shopping/Retail & Services, or Business Park/ Office, Medical Services or Hospital. (0 points)

(WMPO INTERNAL USE ONLY) Total Accessibility Points: / 17

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

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

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

Project Cost Table	
Cost of NEPA/Design Phase:	
Cost of Right-of-Way Phase:	
Cost of Construction Phase:	
Total Cost of Project:	
Total Fund Request :	

Funding Year Request (Federal Amount requested per Phase)				
Federal Fiscal Year	Available Funding	NEPA/Design Phase	Right-of-Way Phase	Construction Phase
FY 21	STBG - \$1,333,040			

Cost Effectiveness - Benefit / Cost Ratio
<p>The following formula will be used to determine project ranking:</p> $\frac{(\text{Total Points} - \text{Preference Points})}{\text{Project cost} / [(.0102 \times \text{Project Cost}) + 4622.2]} + \frac{\text{Preference Points}}{33} =$
(WMPO INTERNAL USE ONLY) Total Cost Effectiveness Points:

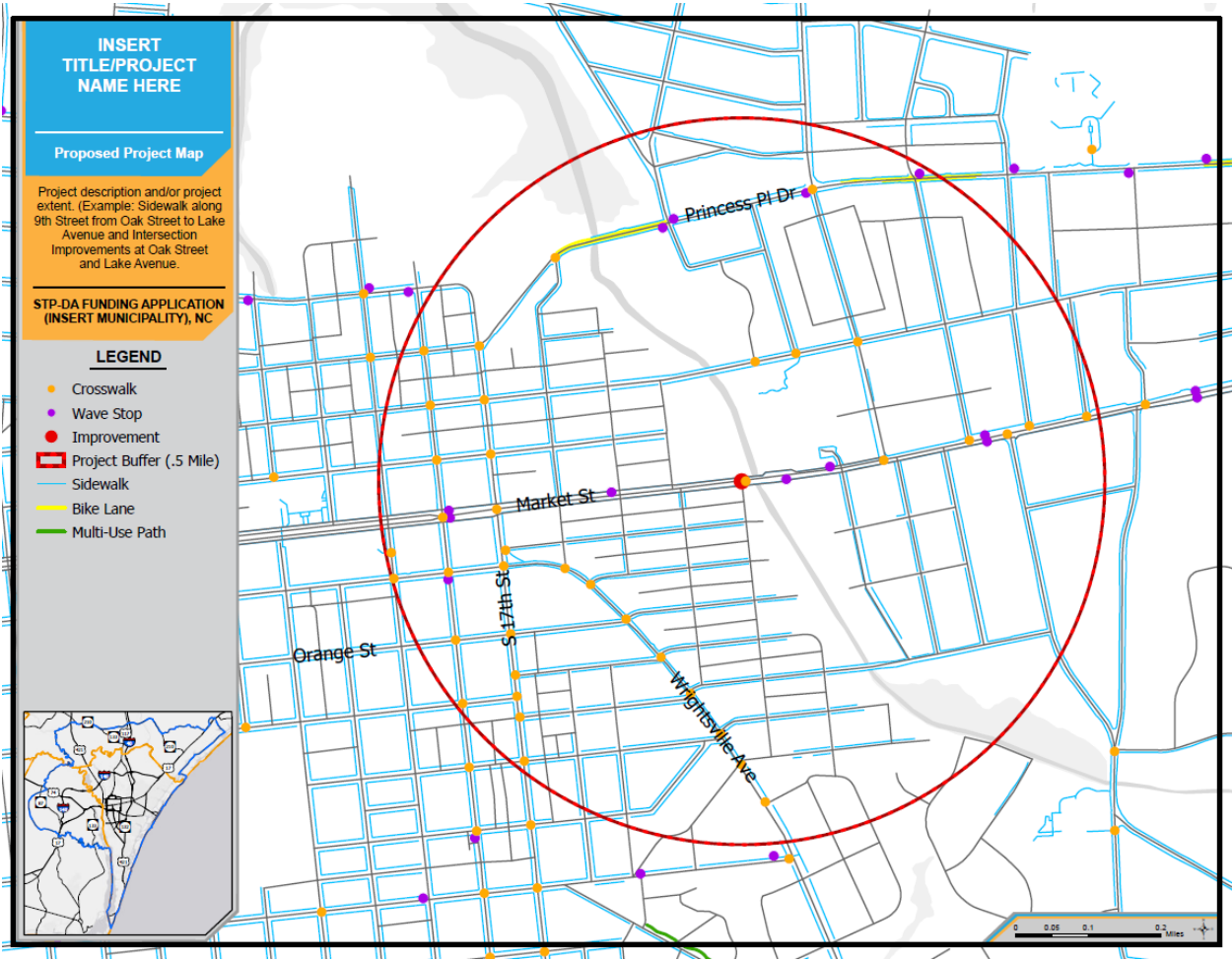
Proposed Project Map – This map is required with all applications. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description the following statement to indicate the effected municipality/county “STBGP-DA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

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

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

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

Exhibit A

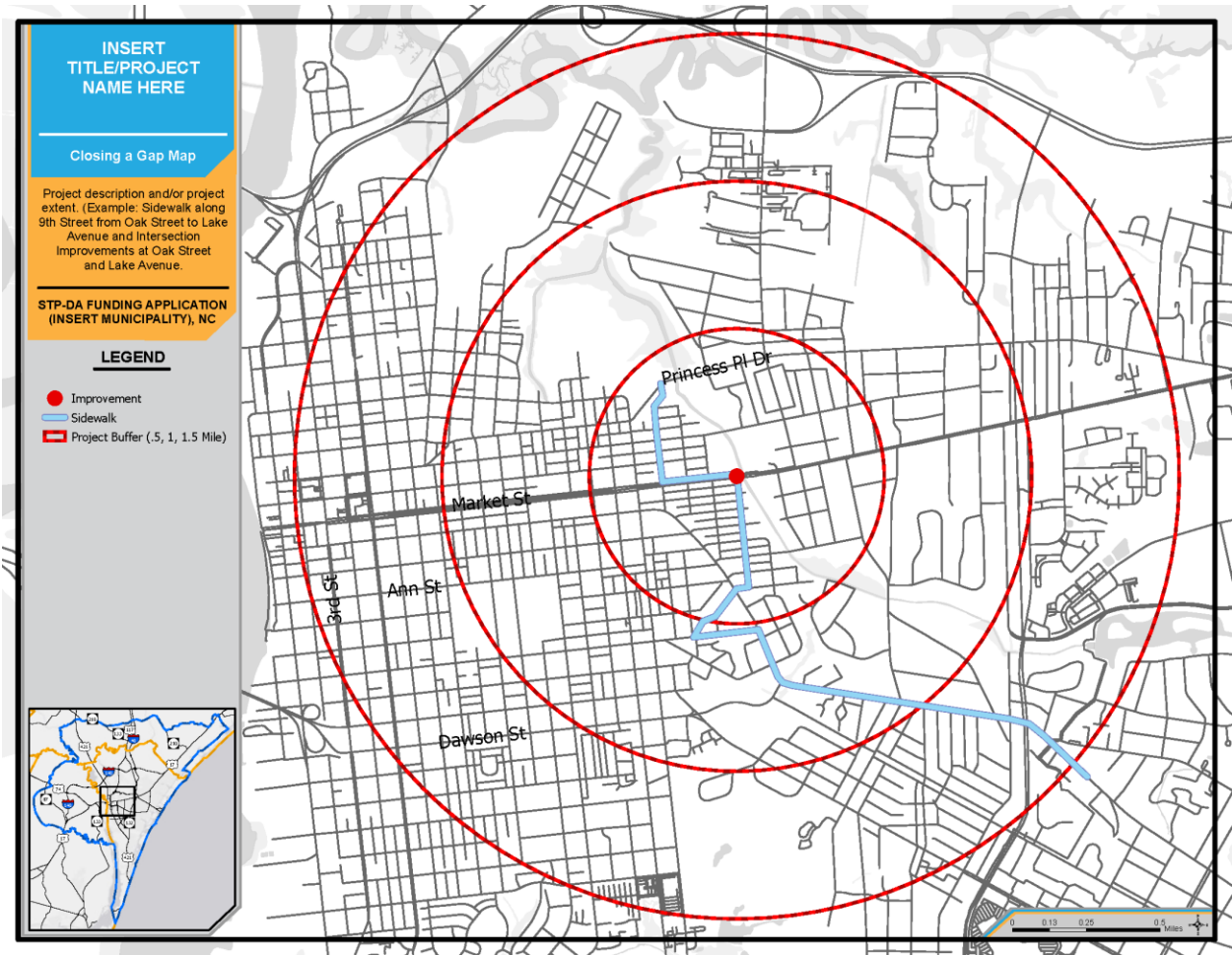


Closing a Gap (Not required): If you are suggesting the proposed project should receive points for closing a gap, a separate map is required. Map should include project and map title along with a project description and/or project extent explanation (minimum one sentence). Include below the description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

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

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

Exhibit B

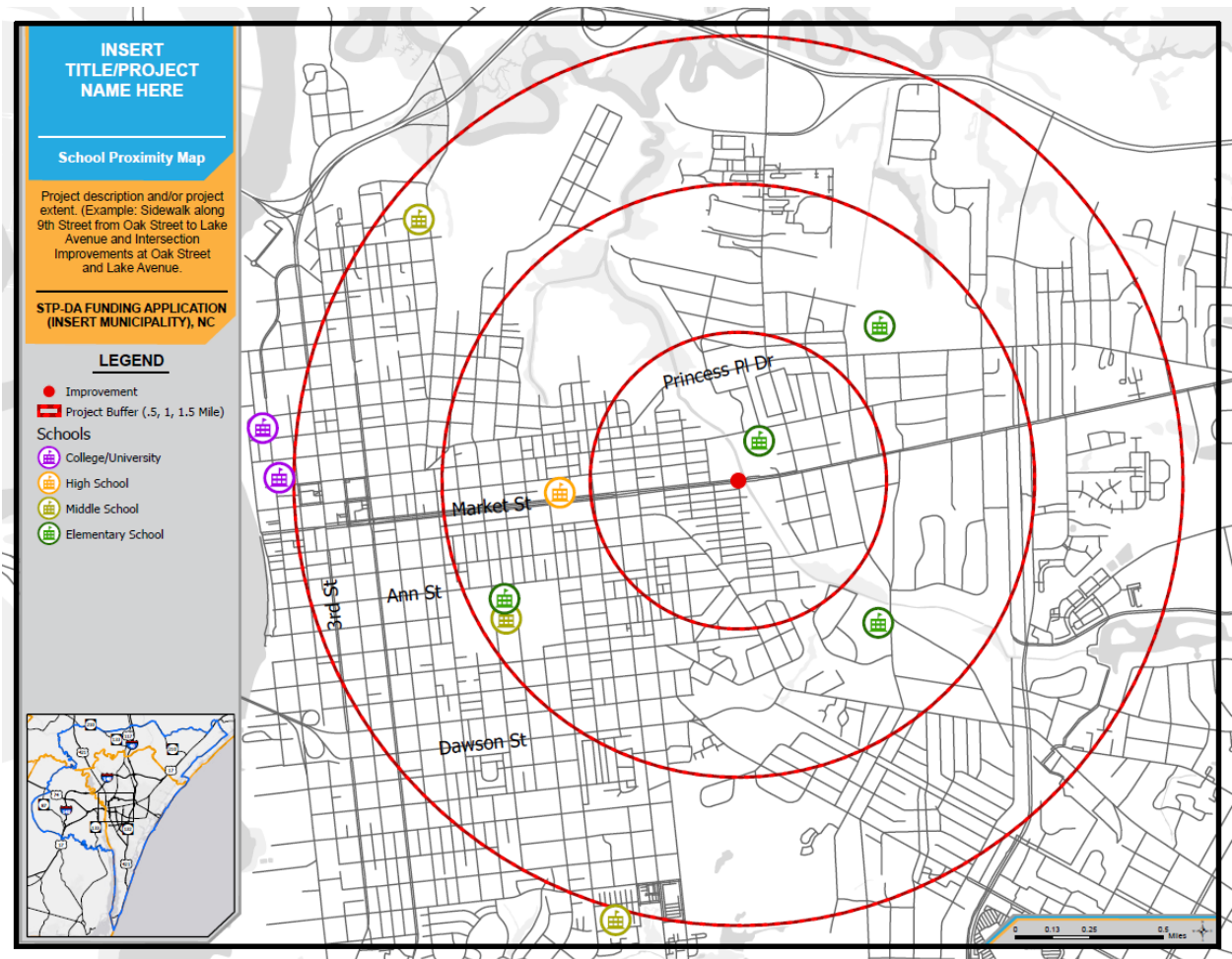


SCHOOL PROXIMITY MAP – Indicate if a project is within ½ mile, 1 mile or 1.5 miles of each school type. If you are suggesting the proposed project should receive points for proximity of a school, a separate map is required. Map should include project and map title along with a project description and/or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

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

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

Exhibit C



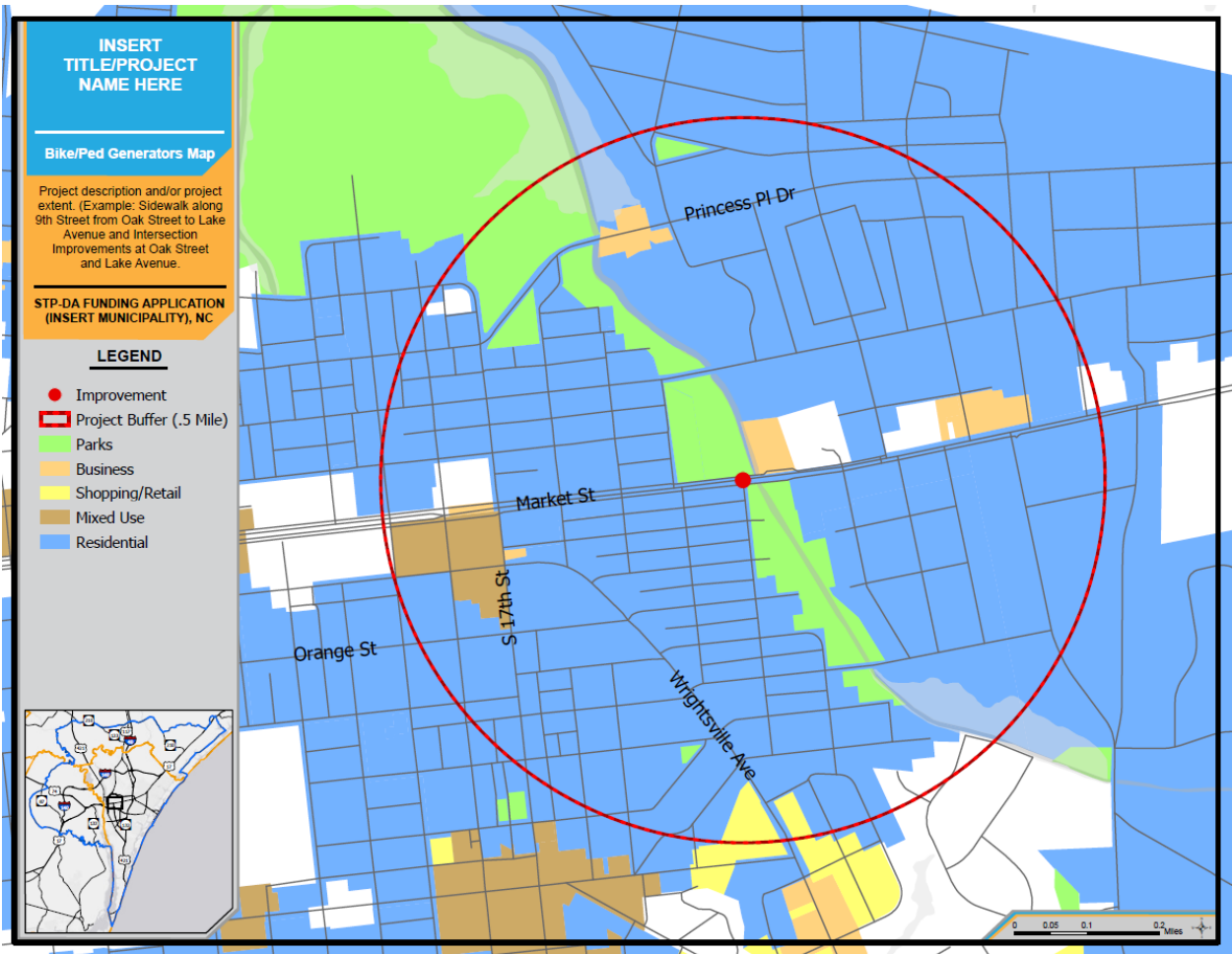
Bicycle/Pedestrian Generators – Indicate if projects are within ½ mile of each of the following facility types as determined by their current tax assessment-based land use code: residential, public park/playground/recreation center, shopping/retail & services, public library, or business park/office/hospital.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

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

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

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

Exhibit D



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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

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



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

MEMORANDUM

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

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

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

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

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

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

Wilmington Urban Area Metropolitan Planning Organization

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

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

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

Proposed Northern Brunswick County Community Bike Ride



**WILMINGTON URBAN AREA
MPO
May 2021**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

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

SITE DEVELOPMENT REVIEW

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

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

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

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Begin Construction – Spring 2021
- Complete Construction – Fall 2021

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

U-6234 MULTI-MODAL PHASE 1 B

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

for a transportation purpose

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TASA-DA

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

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

Project Status and Next Steps:

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

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

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

- Approval from NCDOT for hydraulic design received December 18, 2020
- Hydraulics completing redline drainage and erosion control plans.
- Updated schedule to account for ROW acquisitions and remaining design.
- 100% design completion expected June 2021.
- Anticipate construction let date in October 2021

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

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

Project Status and Next Steps: Initiatives

1. Be A Looker

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

2. May is Go Coast Bike Month (and National Bike Month)

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

3. 31st Annual River to Sea Bike Ride

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

4. Short Range TDM Plan Update

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

5. Bicycle Suitability Map Update

- a. The WMPO Bicycle and Pedestrian Advisory Committee has provided a recommended methodology for scoring roadway segments for bicycle compatibility.
- b. Staff will begin to score these roadways to update the Bike Suitability Map in 2021
- c. http://www.wmpo.org/wp-content/uploads/2017/04/2016BikeSuitabilityMap_Regional.jpg

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



Cape Fear Public Transportation Authority

Project Update

May 2021

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

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

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

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

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

A joint meeting between Wilmington City Council members and New Hanover County Board of Commissioners was held on April 27, 2021. During the meeting, a vote to delay the Wave Transit service network design beyond the scheduled August 15, 2021 implementation date was moved by County officials. The postponement of service changes, as proposed, will be considered by City Council during their upcoming, Tuesday, May 4, 2021 meeting.

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

Informational sessions and further outreach activities are postponed until details regarding a potential delay in the system network redesign are obtained. Updates will continue to be published through official press releases, on the homepage of the Authority's website, at: <https://www.wavetransit.com/>, onboard revenue vehicles, and at major transfer stations.

Projects in Development								
Project Manager	Contract T	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Central	Raleigh	B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	Y	Y	7/20/2021
Central	Raleigh	15bpr.19	WMPO	New Hanover 21 on US 76 over Banks Channel	New Hanover			7/20/2021
Derek Pielech	DPOC	BP3.R004	WMPO	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	12/16/2021
Central	Raleigh	15BPR.26	WMPO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y	Y	1/18/2022
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	Pender	Y	Y	1/18/2022
Ron Vancleef	LAP	U-6233	WMPO	US 421 and Hamlet Avenue in Carolina Beach Signal Installation and Pedestrian Improvemen	New Hanover	Y	Y	1/20/2022
Mike Bass	DPOC	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022
Derek Pielech	DPOC	B-4590	WMPO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	Y		4/21/2022
Eric Murray	DPOC	U-5914	WMPO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick			6/2/2022
Krista Kimmel	DDRL	U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover		Y	6/21/2022
Rail Division	Rail	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover			6/30/2022
Ron Vancleef	LAP	U-5534C	WMPO	Greenville Ave form Wrightsville Avenue to Hinton Avenue	New Hanover			7/7/2022
Eric Murray	DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover			7/7/2022
TBD	DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and	New Hanover 3D			8/4/2022
TBD	DPOC	W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive turn lanes	New Hanover			9/15/2022
Eric Murray	DPOC	W-5703C	WMPO	Monkey Junction Pedestrain Improvements	New Hanover		Y	11/17/2022
Brian Harding	DDRL	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024
Lydia	DPOC	I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick			10/17/2024
Central	Raleigh	B-5653	WMPO	Pender 14 on NC 133 over Turkey Creek	Pender			1/21/2025
Lydia	DDRL	I-6039	WMPO	I-40 Pavement rehab from Millemarker 420 to NC 210	New Hanover, Pender			4/15/2025
Mike Bass	DDRL	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025
Lydia	DDRL	I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover			2/17/2026
Trace Howell	DDRL	U-5792	WMPO	MLK at College	New Hanover			6/16/2026
Trace Howell	DDRL	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y		9/15/2026
Brian Harding	DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover			6/15/2027
Brian Harding	DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover			5/16/2028
Krista Kimmel	DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover			6/20/2028

Project ManagerContract TTIPO				Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Brian Harding				DDRLU-5729WMPOUS 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover			7/18/2028
Trace Howell				DDRLU-5732WMPO/CFRPOUS 17 Hampstead Median Project	Pender			9/19/2028
Lydia				DPOCI-6038WMPOI-140 from US 421 to US74/US76 pavement rehab	Brunswick, New Hanover			11/16/2028
Krista Kimmel				DDRLU-3338CWMPOKerr Ave Interchange at MLK	New Hanover			12/19/2028
Krista Kimmel				DDRLU-4902BWMPOUS 17 Bus - Market St Median - Railroad to MLK	New Hanover			12/19/2028
Krista Kimmel				DDRLU-4902CWMPOUS 17 Bus - Market St Median & Interchange	New Hanover	Y		6/19/2029
Brian Harding				DDRLU-5734WMPOUS 421 Front St Widening	New Hanover			PY
Trace Howell				DDRLU-5790WMPOMonkey Junction Interchange	New Hanover			PY
Brian Harding				DDRLU-5863WMPONC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover			PY
Trace Howell				DDRLU-5702AWMPOCollege Rd from New Centre to Shipyard	New Hanover			PY
Trace Howell				DDRLU-5704WMPOUS 17 (Oleander) at College	New Hanover			PY
Krista Kimmel				DPOCU-6201WMPOKerr avenue Extension from Wrightsville Avenue to Oleander D	New Hanover			PY
Trace Howell				DDRLU-5881WMPOCollege Rd from Gordon Rd to New Centre	New Hanover			PY
Trace Howell				DDRLU-5702BWMPOCollege Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover			PY
Brian Harding				DPOCU-6128WMPOUS 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover			PY
None				DDRLU-6199WMPOWilmington Citywide Signal System Upgrade	New Hanover			PY
Jessi Leonard				CSFW-5703PWMPOUS 17 and Ploof Rd/Olde Waterford Way	Brunswick		Y	TBD
PE Work Continuing								4/29/2021
Work Continuing for								
Updating Estimate Only								

Date Completed:4/29/2021

PO:WMPO

Contact:Caitlin Marks

910-341-2001

cmmarks@ncdot.gov

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
DC00290	Kirsten Spirakis		New Hanover	I-40 at Exit 420 - GRP 2	Jul-21	99.77%
DC00291	Kirsten Spirakis		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	33.49%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	39.12%
C203980	Alex Stewart	U-4751	New Hanover	with an interchange at the Bypass	Mar-23	46.34%

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

May 2021

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

MAY TPD UPDATES WILMINGTON MPO

MAY 2021

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

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is moving along and we are on schedule. Our last meeting was on 4/22 where we went over the following items:

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

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

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

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

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

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

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

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

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