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

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: August 5, 2021
SUBJECT: August 11th meeting

A meeting of the Wilmington Urban Area MPO's Technical Coordinating Committee will be held on Wednesday, August 11, 2021 at 10 am. This meeting will be held in the 6th Floor Conference Room located at 320 Chestnut Street in downtown Wilmington. Due to COVID-19, the meeting is being conducted remotely. **PLEASE NOTE:** This will be a remote meeting conducted pursuant to Section 4.31 of S.L. 2020-3, SB 704.

The remote meeting will be simultaneously streamed live online so that simultaneous live audio, and video, if any, of the meeting is available to the public at the following:

<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) Election of Vice-Chair
- 4) Consent Agenda
 - a. Approval of TCC Meeting Minutes- July 14, 2021
 - b. Resolution approving 2020-2029 STIP/MPO TIP Amendment# 21-4
 - c. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-6
 - d. Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-7
- 5) Discussion

Wilmington Urban Area Metropolitan Planning Organization

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

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- a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-8
 - b. Prioritization 6.0
 - c. Remote Participation Policy
 - 6) Updates
 - a. Wilmington Urban Area MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT Division
 - d. NCDOT Transportation Planning Division
 - 7) Announcements
 - a. Coronavirus Response & Recovery Supplemental Appropriations Act Applications Due- August 9th
 - b. Wilmington MPO Bike/Pedestrian Committee- August 10th
 - 8) Next meeting- September 15, 2021

Attachments:

- TCC Meeting Minutes- July 14, 2021
- Proposed 2020-2029 STIP/MPO TIP Amendment# 21-4
- Resolution approving 2020-2029 STIP/MPO TIP Amendment# 21-4
- Proposed 2020-2029 STIP/MPO TIP Amendments #21-6
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications #21-7
- Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-7
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-8
- Prioritization 6.0 Memorandum
- Draft Remote Participation Policy
- Wilmington Urban Area MPO Project Update (August)
- Cape Fear Public Transportation Authority Update (August)
- NCDOT Division Project Update (August)
- NCDOT Transportation Planning Division Project Update (August)

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

Members Present (in-person)

Mike Kozlosky, WMPO Executive Director
Nick Cannon, MPO Go Coast Program
Ed Parvin, Town of Carolina Beach
Matt Kirkland, Town of Leland
Patrick Flanagan, Cape Fear Council of Governments
Caitlin Marks, NCDOT Division of Highways

Members Present (remotely)

Rebekah Roth, New Hanover County
Denys Vielkanowitz, City of Wilmington
Robert O'Quinn, Town of Wrightsville Beach
Granseur Dick, Wilmington International Airport
Stephanie Ayers, NC State Ports Authority
Adrienne Harrington, Town of Belville
Barnes Sutton, Town of Navassa
Helen Bunch, Brunswick County
Vanessa Lacer, Pender County
Nazia Sarder, NCDOT Transportation Planning Branch
Megan Matheny, Cape Fear Public Transportation Authority

Members Absent

Mandy Sanders, Town of Kure Beach

Others Present (in-person)

Abby Lorenzo, WMPO
Zachary Manfredi, WMPO
Paula Kempton, Town of Carolina Beach
Rachel LaCoe, New Hanover County
Marty Little, New Hanover County

Others Present (remotely)

Joanna Rocco, AECOM
Lucy Kreuger, NC State Ports Authority
Cheryl Hannah, HDR
Rachel McIntyre, WMPO
Regina Hopkins, WMPO
Trevor Stewart, WMPO
Marie Parker, Wave Transit

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, Rebekah Roth, Denys Vielkanowitz, Nick Cannon, Ed Parvin, Robert O'Quinn, Granseur Dick, Stephanie Ayers, Adrienne Harrington, Matt Kirkland, Barnes Sutton, Vanessa Lacer, Patrick Flanagan, Caitlin Marks, Nazia Sarder and Megan Matheny. **Absent:** Mandy Sanders and Helen Bunch.

2) Approval of the Agenda

Mr. Parvin made a motion to approve the agenda as presented. Mr. Flanagan seconded the motion and it carried unanimously by roll call, as follows:

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

3) Presentation

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

Mr. Parsley gave an update on environmental review for the Rail Re-alignment. He acknowledged the remote presence of the consultant (AECOM), Joanna Rocco, who is assisting with the compilation of documentation for the federal NEPA process. He said that the process includes three virtual public outreach sessions, of which the second is currently in progress. He encouraged member jurisdictions to provide feedback and provided a link to the website for virtual public outreach.

Mr. Parsley said that a preferred route will be recommended to the lead agency, the Federal Railroad Administration (FRA), shortlisted to two alternatives from a total of six alternatives. He gave a brief overview of the project schedule, saying that environmental assessment is estimated to take two years and is currently at the half-way point. He added that engineering is at 50% (conceptual vertical and horizontal alignment) and strives to reach 30% by mid-2023. He displayed a diagram of two proposed alternatives.

Ms. LaCoe and Mr. Dick requested that the presentation be distributed to TCC members.

4) **Consent Agenda**

- a. **Approval of TCC Meeting Minutes- June 16, 2021**
- b. **Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-5**
- c. **Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-6**
- d. **Resolution approving FY 22 Unified Planning Work Program Amendment #1**
- e. **Resolution approving the Wilmington Urban Area Metropolitan Planning Organization's Local Input Methodology for Prioritization 6.0**

Mr. Dick made a motion to approve the Consent Agenda, Items 4a and 4e, as presented, and to forward the items to the MPO Board for consideration. Mr. Kirkland seconded the motion, and it carried unanimously by roll call as follows:

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

5) **Discussion**

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

Mr. Kozlosky stated that this item is for information purposes only, to be brought back for consideration at the next meeting.

- b) **Go Coast TDM Short Range Plan**

Mr. Cannon stated that the MPO Board approved the update to the Go Coast TDM Short Range Plan, Cape Fear Change in Motion 2020, in April. He noted that the plan is active now and will guide Go Coast initiatives designed to decrease vehicle miles traveled and traffic congestion and to increase mode use in the MPO region for the next one to five years.

Mr. Cannon stated that the short-range TDM plan outlines seven strategies or tools developed by MPO staff, the Go Coast Advisory Committee, and through public input. He expressed a desire to work with member jurisdictions to achieve each of the identified strategies as well as to discuss and identify others. This rollout would start with presentations to the governing boards of member jurisdictions in September or October.

- c) **Replacement of the Cape Fear Memorial Bridge (Unsolicited Proposal)**

Mr. Kozlosky stated that in November of 2020, NCDOT received an unsolicited proposal to replace the Cape Fear Memorial Bridge via a public-private partnership that would include a toll. He noted that this information was presented to the MPO Board in closed session in May and in an open session in June. He added that the presentation is included in today's TCC agenda packet. Mr.

Kozlosky stated that at its June meeting, the MPO Board voted to calendar this item for consideration at its July meeting.

Ms. Marks emphasized that NCDOT does not advertise for unsolicited proposals. She noted that this proposal came to NCDOT without its advertisement. She added that the terms of the unsolicited proposal are confidential. However, what can be shared is that this would be a public-private partnership in which the proposer would cover the costs of replacing the bridge as well as operations and maintenance. To recoup the costs, it will have a toll.

The next step is for the proposal to be accepted or rejected. Ms. Marks said that NCDOT will only accept the proposal with the MPO's support. If accepted, NCDOT would not move forward with the proposal, but would perform its own preliminary research and vetting to create its own contract and terms, and advertise a normal, transparent bidding process. She added that the firm that submitted the proposal would not automatically be chosen but would be shortlisted for the project while other companies are considered.

Mr. Kozlosky stated that NCDOT assured him that it would not move ahead without a response from the MPO. He said that he anticipates a response from the MPO Board at its July meeting. He explained that the intent of today is to open the floor for discussion regarding the idea.

Mr. Flanagan inquired if the MPO would take a stance on tolling in the area. Mr. Kozlosky responded that the MPO does take a stance on tolling in the MPO area. He noted that the only project identified in the Metropolitan Transportation Plan (MTP) as a toll facility is the Cape Fear Crossing. He added that if the proposal and scenario move forward, the MPO would need to update its financial forecast to reflect the toll facility, which would move projects to the funded category.

Ms. Marks said that if the toll project were to move forward, the MPO could potentially receive a bonus allocation. She noted that a formula exists to calculate the bonus allocation, which is capped at \$100 million and can only be spent in Brunswick and New Hanover counties where the project would be located.

Mr. Kozlosky pointed out that if the toll proposal moves forward, the MPO would need to develop a bonus allocation policy like those of the Charlotte and Raleigh MPOs.

In response to an inquiry by Mr. Flanagan, Ms. Marks said that the bonus allocation is specific to tolling and that a North Carolina General Statute refers to it.

In response to an inquiry by Mr. Parsley, Ms. Marks stated that NCDOT will do the NEPA document itself, although the proposer offered to do it. She reiterated that NCDOT will do all the preliminary work and that the NEPA document will decide the alternative based on NCDOT's study. She added that there would be much public involvement throughout the process. She noted that the traffic and revenue study would begin the discussion with the public prior to entering the NEPA process.

Mr. Cannon inquired about the life expectancy of the Cape Fear Memorial Bridge. Although Ms. Mark was unable to answer that question, she noted that the 51-year-old structure has recurring maintenance and rehabilitation needs, and that the moveable span requires constant maintenance. She added that NCDOT began a feasibility study in 2019 to plan for replacement,

although the bridge is safe today. She commented that NCDOT will do whatever is necessary to maintain the bridge.

Mr. Kozlosky clarified that under the proposal, once the replacement bridge is constructed, the existing bridge would be demolished. He noted that there would be no sister bridge. Ms. Marks confirmed that the existing bridge would be left open during construction of the replacement bridge, and demolished once the new bridge is complete.

Mr. Kirkland pointed out that regarding TDM strategies, road pricing and tolls are a tool. Mr. Cannon responded out that HOT lanes are more of a TDM strategy than tolls.

Ms. Marks said that the traffic and revenue study would address the amount of anticipated traffic on alternative routes and the rate of the toll.

In response to an inquiry by Mr. Sutton, Mr. Kozlosky said that a multi-use path is proposed for the replacement bridge on its north side.

6) **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.

7) **Announcements**

- a. **Coronavirus Response & Recovery Supplemental Appropriations Act Applications**
Due - August 9, 2021

Mr. Kozlosky noted that staff has received at least five applications and expects a couple more. He commented that it will be a competitive process for the \$1.3 million in CRRSAA funds. He encouraged members to contact Mr. James with any interest or questions.

- b. **Next TCC meeting – August 11, 2021**

8) **Adjournment**

There being no further business, Mr. Cannon made a motion to adjourn, seconded by Ms. Marks, and the motion carried unanimously by roll call as follows:

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

The meeting was adjourned at 10:37 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 #21-4 (June 2021)

STATEWIDE PROJECT

STIP ADDITIONS

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

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

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

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

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

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

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

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

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP ADDITIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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

* B-4590 NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK. <u>DELETE. WORK TO BE ACCOMPLISHED USING STATE HIGHWAY FUNDS.</u>	CONSTRUCTION	FY 2021 -	\$4,100,000 (NHPB) \$4,100,000
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NORTH CAROLINA 2020 – 2029 STATE TRANSPORTATION IMPROVEMENT PROGRAM

What is a State Transportation Improvement Program (STIP)?

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

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

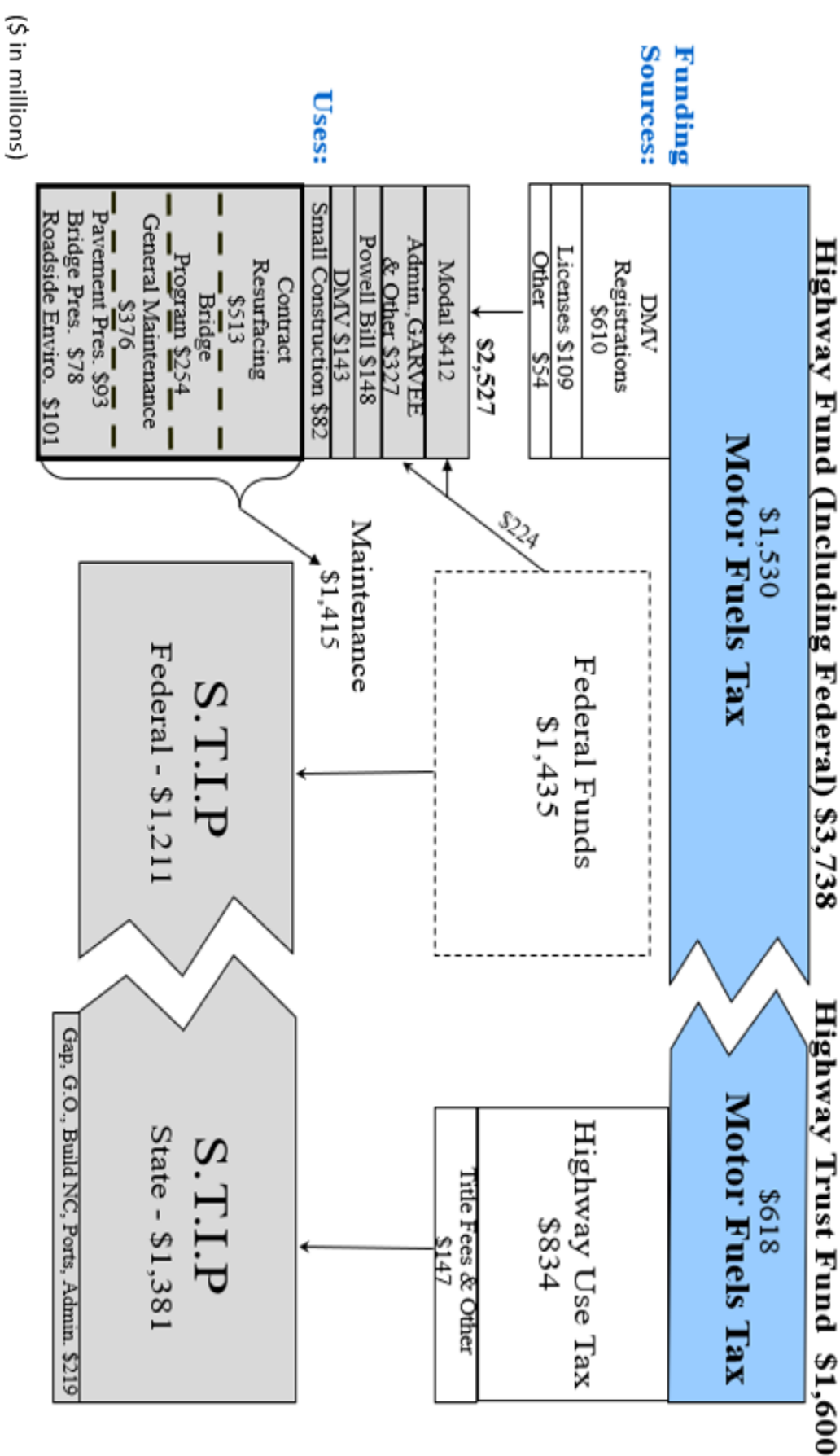
North Carolina's STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction and project development timetables, and in adherence with federal and state laws.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

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

Maintenance and Capital Improvement Funding for North Carolina

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

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



Performance Management Targets

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

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

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

How is the STIP organized?

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

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

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

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

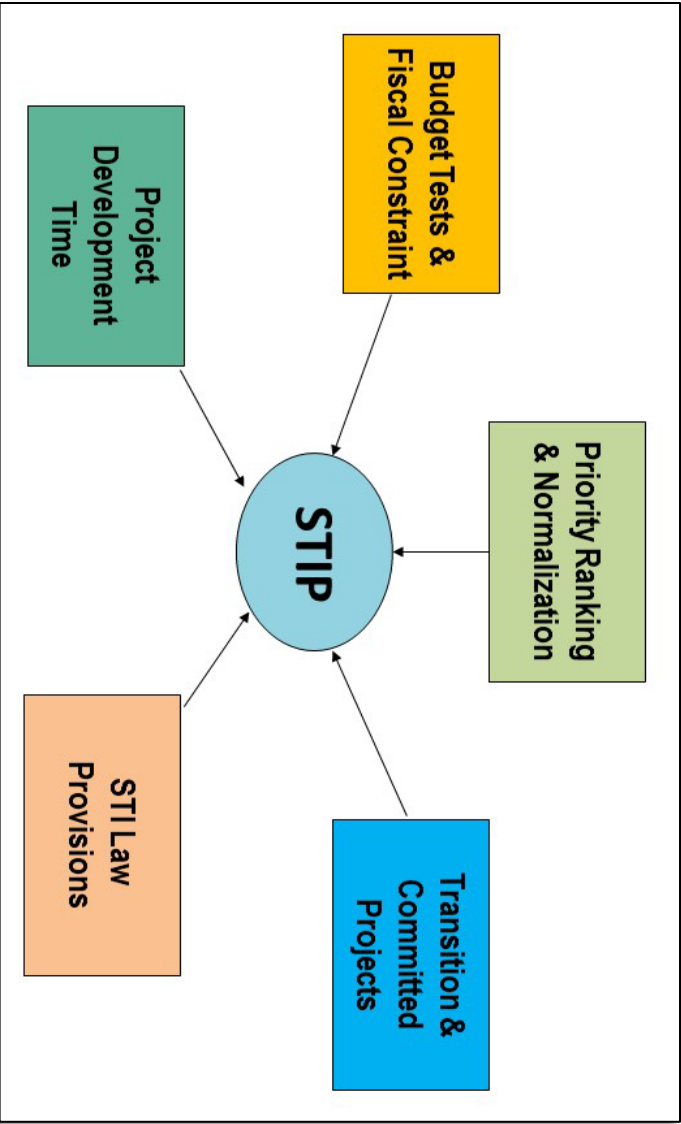
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

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

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

Figure A



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

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

Public Involvement – Draft STIP

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

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

Transportation Conformity

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

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

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

North Carolina 2008 Ozone Maintenance Area Requiring a REA

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

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

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

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

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

Public Transportation Project Funding

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

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

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

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

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

PTD Goals:

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

B. Urban Area Formula Program (Section 5307)

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

PTD Goals:

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

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

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

PTD Goal:

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

D. Rural Formula Grant Program (Section 5311)

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

PTD Goals:

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

E. Bus and Bus Facilities Program (Section 5339)

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

PTD Goal:

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

Project Descriptions

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

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

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

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

Federal Budget

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

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

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

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

Federal Aid Program

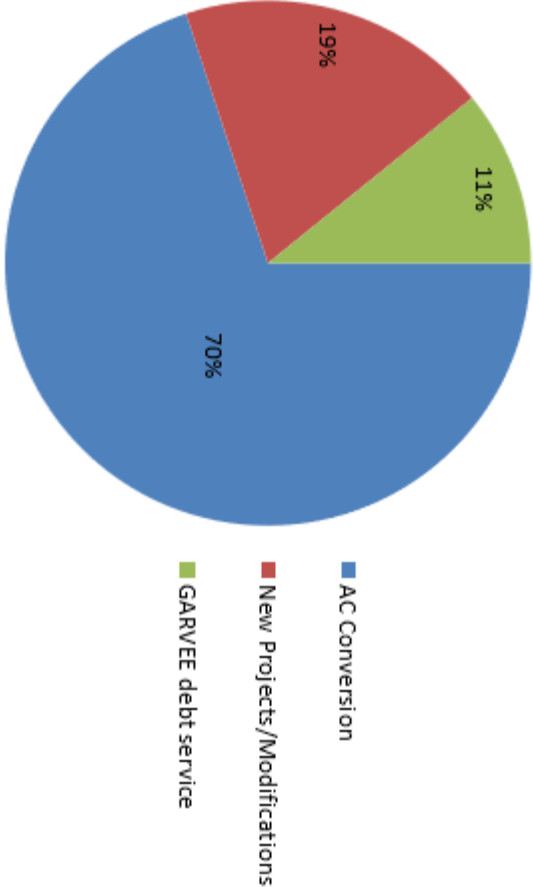
The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

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

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

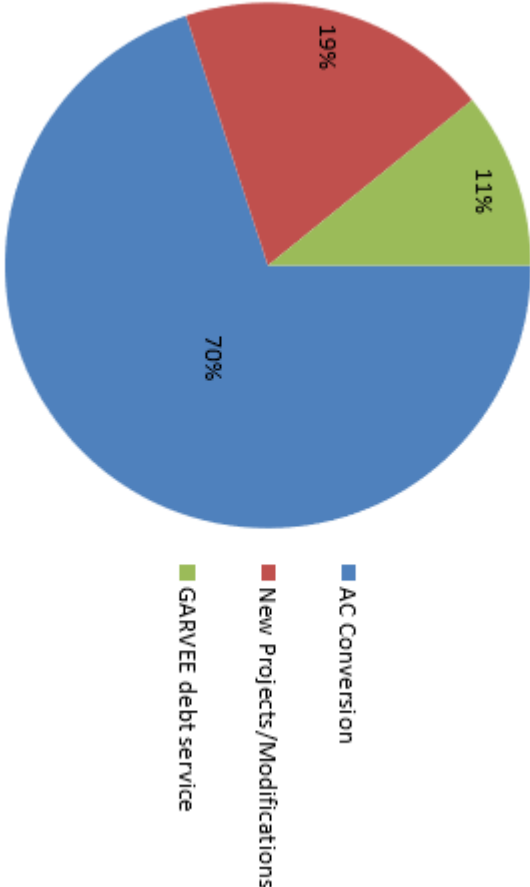
Federal Aid Construction Program - FFY 2020				
(\$ in Millions)				
Category	Federal Funds	Required State Matching Funds	Total	
National Highway Performance Program	655	164		819
Rail Hwy Crossing	7	2		9
Statewide Planning	16	4		20
TAP	22	6		28
Research Development	5	1		6
Metropolitan Planning	6	2		8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

Proposed Use of FFY 2020 Obligation Authority



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

Proposed Use of FFY 2021 Obligation Authority



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

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

GARVEE Bonds

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

GARV/EE Bond Program
\$ in Millions

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

BUILD NC Bonds

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

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

State Highway Trust Fund

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

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

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

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

Anticipated Inflation Impact

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

State Highway Fund

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

Cash Model and Fiscal Constraint of the STIP

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

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

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

The North Carolina Turnpike Authority (NCTA)

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

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-7 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-7.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-7.

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

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	IMPLEMENTATION FY 2022 - FY 2022 -	\$1,222,000 \$306,000 \$1,528,000	(CMAQ) (L)
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ADD NEW PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION PLANNING DIVISION.

* TO-0003 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIGNS OF HUMAN TRAFFICKING. THE DEPARTMENT ALSO WILL DEVELOP HUMAN TRAFFICKING AWARENESS EDUCATIONAL MATERIALS TO BE POSTED ON TRANSIT VEHICLES AND STATIONS.	ADMINISTRATIVE FY 2021 - FY 2021 -	\$120,000 \$30,000 \$150,000	(5312) (5307)
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MODIFY FUNDING IN FY 21 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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



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MEMORANDUM

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: August 4, 2021

SUBJECT: Prioritization 6.0

The Prioritization 6.0 Work Group which is comprised of representatives from NCDOT, MPOs, RPOs, and other stakeholders met on July 19th and reviewed the latest update on funding availability for new projects from P6.0 scoring. Due to rising construction and right of way costs, the outlook for programming the future 2024-2033 STIP is a major concern. The Workgroup reached consensus that moving forward with P6.0 local input points does not seem appropriate and recommended to the NC Board of Transportation that the remainder of P6.0 be cancelled. NCDOT's Strategic Prioritization Office presented this recommendation to the North Carolina Board of Transportation on August 4th. The Board of Transportation supported the Work Group's recommendation to stop Prioritization 6.0.

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

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

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

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

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

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

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

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

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

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

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

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

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

B. CONDITIONS AND REQUIREMENTS FOR REMOTE PARTICIPATION.

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

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

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

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

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

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

C. PROCEDURE FOR REMOTE PARTICIPATION.

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

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

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

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

- a. When the roll is taken or the meeting is commenced.
- b. Prior to participating in the deliberations, including making motions, proposing amendments, and raising points of order.
- c. Prior to voting.

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

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

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

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

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

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

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

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

**WILMINGTON URBAN AREA
MPO
August 2021**

PENDER COUNTY STREETS PLAN

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

Project Status and Next Steps:

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

SITE DEVELOPMENT REVIEW

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

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

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

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

U-6234 MULTI-MODAL PHASE 1 B

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TASA-DA

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

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

Project Status and Next Steps:

- Project Complete

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

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

Project Status and Next Steps:

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

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

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

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

Go Coast current initiatives and project status:

1. Be A Looker

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

2. 31st Annual River to Sea Bike Ride

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

3. Brunswick Heritage Riverside Ride

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

4. Cape fear Change in Motion 2020 and TDM Services

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

5. Bicycle Suitability Map Update

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

6. Go Coast Commuter Challenge Sub-Committee

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

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



Cape Fear Public Transportation Authority

Project Updates

August 2021

1. Port City Trolley Permanent Route Modification

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

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

2. Wilmington Regional Microtransit Project

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

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

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

3. Network Redesign Slated for July 1, 2022

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

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

4. Bus Stop Enhancements Underway

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

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

Projects in Development									
Project Manager	Contract T	Committed	TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Central	Raleigh		15bpr.19	WM/PO	New Hanover 21 on US 76 over Banks Channel	New Hanover			7/20/2021
Central	Raleigh		B-5642	WM/PO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	Y	Y	12/16/2021
Derek Pielech	DPOC		BP3.R004	WM/PO	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	12/16/2021
Trace Howell	DDRL	Yes	R-3300B	WM/PO/CFRPO	Hampstead Bypass	New Hanover/ Pender	Y	Y	1/18/2022
Central	Raleigh		15BPR.26	WM/PO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y	Y	1/18/2022
Mike Bass	DPOC	Yes	U-5710A	WM/PO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022
Derek Pielech	DPOC		B-4590	WM/PO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	Y	Y	4/21/2022
Eric Murray	DPOC	Yes	U-5914	WM/PO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	Y	Y	6/2/2022
Rail Division	Rail	Yes	P-5740	WM/PO	Wilmington Rail At-Grade Crossing Improvement	New Hanover	Y	Y	6/30/2022
David Leonard	DPOC		W-5703E	WM/PO	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover 3D			8/4/2022
Trace Howell	DPOC		W-5703R	WM/PO	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover			9/15/2022
Eric Murray	DPOC		W-5601DH	WM/PO	3rd St and Dock St Intersection	New Hanover			9/30/2022
Eric Murray	DPOC		W-5703C	WM/PO	Monkey Junction Pedestrian Improvements	New Hanover			11/17/2022
Krista Kimmel	DDRL		U-5926	WM/PO	New Route from 23rd St to 26th St	New Hanover	Y	Y	12/19/2023
Brian Harding	DDRL	Yes	U-6202	WM/PO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024
Lydia	DPOC		I-6036	WM/PO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick			10/17/2024
Central	Raleigh		B-5653	WM/PO	Pender 14 on NC 133 over Turkey Creek	Pender			1/21/2025
Lydia	DDRL		I-6039	WM/PO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender			4/15/2025
Mike Bass	DDRL	Yes	U-5710	WM/PO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025
Lydia	DDRL		I-6037	WM/PO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover			2/17/2026
Trace Howell	DDRL	Yes	U-5792	WM/PO	MLK at College	New Hanover			6/16/2026
Trace Howell	DDRL	Yes	R-3300A	WM/PO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y	Y	9/15/2026

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

PE Work Continuing	
Work Continuing for	
Updating Estimate Only	

Date Completed:8/2/2021

PO:WMPO

Contact:Caitlin Marks
910-341-2001

cmmarks@ncdot.gov

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 2021

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

AUGUST TPD UPDATES WILMINGTON MPO

AUGUST 2021

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

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

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

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

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

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

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

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

NC By Train \$5 Kids Fare: Looking to take safe, summer adventures with your kids? Enjoy \$5 kids special to travel the rails on N.C. By Train.

<https://www.ncbytrain.org/deals/Pages/summer-kids-fare.aspx>

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

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

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