Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that proactively 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: July 8, 2021
SUBJECT: July 14th meeting

A meeting of the Wilmington Urban Area MPO’s Technical Coordinating Committee will be held on Wednesday, July 14, 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) Presentation
   a. Rail Re-alignment Environmental Review Update- Aubrey Parsley, City of Wilmington
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

Wilmington Urban Area Metropolitan Planning Organization
e. Resolution approving the Wilmington Urban Area Metropolitan Planning Organization’s Local Input Methodology for Prioritization 6.0

5) Discussion
   a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-7
   b. Go Coast TDM Short Range Plan
   c. Replacement of the Cape Fear Memorial Bridge (Unsolicited Proposal)

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 9, 2021

8) Next meeting- August 11, 2021

Attachments:

- TCC Meeting Minutes- June 16, 2021
- Proposed 2020-2029 STIP/MPO TIP Amendments #21-5
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications #21-6
- Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-6
- Proposed FY 22 Unified Planning Work Program Amendment #1
- Resolution approving FY 22 Unified Planning Work Program Amendment #1
- Wilmington Urban Area Metropolitan Planning Organization’s Local Input Methodology for Prioritization 6.0
- Resolution approving the Wilmington Urban Area Metropolitan Planning Organization’s Local Input Methodology for Prioritization 6.0
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-7
- Go Coast TDM Short Range Plan Memorandum
- Replacement of the Cape Fear Memorial Bridge (Unsolicited Proposal) Memorandum and Presentation
- Wilmington Urban Area MPO Project Update (July)
- Cape Fear Public Transportation Authority Update (July)
- NCDOT Division Project Update (July)
- NCDOT Transportation Planning Division Project Update (July)
1) **Call to Order**

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

**Present:** Mike Kozlosky, Marty Little, Nick Cannon, Ed Parvin, Stephanie Ayers, Athina Williams, Ashli Barefoot, Barnes Sutton, Helen Bunch, Vanessa Lacer, Caitlin Marks, Nazia Sarder and Megan Matheny. **Absent:** Denys Vielkanowitz, Mandy Sanders, Robert O’Quinn, Granseur Dick and Patrick Flanagan.

2) **Approval of the Agenda**

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

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

3) **Presentations**

   a. **NCDOT Project Update—Caitlin Marks, NCDOT**

   Ms. Marks gave a project update. She said that the STI Committee for Reprioritization (STICR) was formed to review projects with an increased cost greater than 35% or $25 million. If so, STICR decides if projects will remain in the STIP or be included in the next cycle for reprioritization. The
committee has met a few times since November 2020. Also, NCDOT is working on new estimates for every committed project in the STIP by June 30, pursuing value engineering proposals to identify creative cost-cutting measures, and searching for other possible cost savings and reductions in scope to retain fiscal constraint of the STIP.

Ms. Marks gave a brief overview of projects in the first and second five years of the STIP and post year projects with construction beyond 2029. She explained that committed projects do not have to be reprioritized and not all projects in the STIP are committed, historically those in the last four years of the STIP tend to be noncommitted. She noted that the project updates now include a column to identify those committed and those not. Planned projects in the near future include the Hampstead Bypass (R-3300B and R-3300A); Military Cutoff at Eastwood (U-5710 and U-5710A, Drysdale Drive); NC 133 Widening (U-5914); and Gordon Road Widening (U-6202), which has been moved from 2030 to 2024. Active construction projects include the Market Street Median (U-4902D), 43% complete and the Military Cutoff Extension (U-4751), 50% complete. In addition, replacement of the Smith Creek Bridge (B-4590) has been advanced to July 2021 due to an accident with a trash truck that damaged structural components.

b. **2021 Bike Month Results- Nick Cannon, WMPO**

Mr. Cannon gave an overview of results from this year’s Bike Month. He said that in previous years, the event was held as Go Coast Bike Week. Due to positive feedback from participants the duration of the event was extended to a month to count bike use for recreation as well as commuting. He noted that the event was promoted via e-mail blast (Constant Contact), social media and a press release. Registration and reporting were conducted through an online survey (SurveyMonkey). Results were as follows:

- 121 participants
- 800 trips by bicycle (500 commuting, 300 for leisure or exercise)
- 4,922 total miles ridden

Mr. Cannon also gave a brief overview of most popular routes and highest participating employers.

4) **Consent Agenda**

a. **Approval of TCC Meeting Minutes- May 12, 2021**

b. **Resolution approving 2020-2029 STIP/MPO TIP Amendments #21-3**
c. **Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-4**

d. **Resolution approving 2020-2029 STIP/MPO TIP Administrative Modifications #21-5**

e. **Resolution adopting an amendment to the Go Coast Transportation Demand Management Committee Bylaws**

f. **Resolution adopting the Targets for Public Transportation Safety Plan Performance Measures**

g. **Resolution supporting the North Carolina State Ports Authority’s Grant Application to fund a new North Gate at the Port of Wilmington**

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

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

5) **Discussion**

a) **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-6**

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

b) **FY 22 Unified Planning Work Program**

Ms. Lorenzo stated that staff has proposed some changes to the FY22 Unified Planning Work Program (UPWP). She noted that the MPO Board approved the UPWP in March, which included $200,000 for special studies requested by member jurisdictions. These studies include a collector street plan update for the Town of Navassa, a bicycle and pedestrian plan for the Town of Kure Beach, and a transit feasibility study for northern Brunswick County requested by the Towns of Leland and Navassa as well as Brunswick County.

The Cape Fear Public Transportation Authority and Brunswick Transit System approached the Brunswick consortium about an opportunity with NCDOT for a pilot micro transit program. Although the study has support, stakeholders determined that the need for the study estimated at $100,000 was not immediate.
While the pilot program was under consideration, MPO staff identified potential additional needs for FY22:

- Additional $15,000 for enhancements to the Kure Beach Bicycle and Pedestrian Plan (total budget: $40,000, Alta)
- Part-time GIS Intern to assist cleaning up existing database ($5,000)
- Retain $100,000 for specialized studies

Ms. Lorenzo reminded the committee that this item is up for discussion and that staff will forward TCC member comments to the MPO Board and bring back an amendment to the UPWP for consideration at the next meeting.

Ms. Williams expressed support for the MPO.

Mr. Barnes inquired about the scope of the micro-transit study. Wave Transit Executive Director Marie Parker responded the concept study would focus on New Hanover, Brunswick, and Pender Counties.

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; Pre-consultation: July 9 with Scott James
   b. Next TCC meeting – July 14, 2021
      Mr. Kozlosky announced that the TCC meeting will return to 320 Chestnut Street in-person.

8) **Adjournment**

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

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

The meeting was adjourned at 10:30 a.m.

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

STIP ADDITIONS

STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS

ADD PROJECT AT THE REQUEST OF THE
INTEGRATED MOBILITY DIVISION.

ADMINISTRATIVE FY 2022 – 5310 STATE ADMINISTRATIVE FUNDS

STATEWIDE $67,000 (6310)

* TM-0036

STATEWIDE

PUBLIC TRANS

PROJ.CATEGORY

Proposed

Revisions
to 2020-2029 STIP/MPO TIP Programs

STIP ADDITIONS

STATEWIDE PROJECT

STIP/MPO TIP Amendment #21.5

July 2021

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs
**STATEWIDE PROJECT**

**STIP MODIFICATIONS**

**VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.**

ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.

<table>
<thead>
<tr>
<th></th>
<th>FY 2020 - (CMAQ)</th>
<th>FY 2020 - (S(M))</th>
<th>FY 2021 - (CMAQ)</th>
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**STATEWIDE EXEMPT PROJECT CATEGORY**

**STATEWIDE PROJECT**

(Proposed Revisions to 2020-2029 STIP/MPO TIP Programs)

C-5600
STATEWIDE PROJECT
STIP MODIFICATIONS
VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.
ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.

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* C-5601
STATEWIDE EXEMPT PROJECT CATEGORY

STIP MODIFICATIONS

STATEWIDE PROJECT (June 2021)
STIP/MPO TIP Modification #21-6

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs
### Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

#### STIP/MPO TIP Modification #21-6

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<th>Proposed News Area</th>
<th>Related Project</th>
<th>Proposed News Area</th>
<th>Proposed Start Date</th>
<th>Proposed End Date</th>
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(Wilmington Urban Area Metropolitan Planning Organization)
### Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

#### STIP Modifications

<table>
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<tr>
<th>Project Category</th>
<th>Proposed Revisions</th>
<th>Source</th>
<th>Description</th>
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<td>U-6233 NEW HANOVER</td>
<td>WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</td>
<td></td>
<td>To allow additional time for planning and right-of-way from FY 21 to FY 22. Design, delay right-of-way from FY 21 to FY 22. Construct new traffic signal and improve pedestrian accommodations at the intersection of US 421 (Lake Park Boulevard) and Hamlet Avenue in Carolina Beach. Conserve additional time for planning and right-of-way.</td>
</tr>
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</table>
RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-6 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 #21-6.

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 #21-6.

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

________________________________________
David Piepmeyer, Chair

________________________________________
Mike Kozlosky, Secretary
II-A-10 Mapping - Based on anticipated expenditures, the line item increased by $2,000.

III-D-3 Special Studies: Consultant - Strategic Plan Update - Based on anticipated expenditures, the line item increased by $2,500.

III-D-3 Special Studies: Consultant - N Brunswick County Transit Study - Based on anticipated expenditures, the line item decreased by $19,500.

III-D-3 Special Studies: Consultant - Kure Beach Bike Plan - Based on anticipated expenditures, the line item increased by $15,000.
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WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Fiscal Year (FY) 2022 Unified Planning Work Program documenting the continuing, cooperative, and comprehensive transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization’s Board on March 31, 2021; and

WHEREAS, the need for amendments to the FY 2022 Unified Planning Work Program has been evaluated and justified in order to effectively advance transportation planning for FY 2022; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2022 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2022 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #1 to the FY 2022 Unified Planning Work Program.

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

_________________________________
David Piepmeyer, Chair

_________________________________
Mike Kozlosky, Secretary
Introduction

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

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

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

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

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

Each tier of funding is listed below:

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

**NCDOT Divisions**

The North Carolina Department of Transportation will be developing quantitative scores for all projects based on adopted criteria from the P6.0 Workgroup.
Selection of Projects for Prioritization 6.0

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

Description of Criteria and Weights

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

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

<table>
<thead>
<tr>
<th>Prioritization 6.0 Quantitative Score</th>
<th>Wilmington MPO and NCDOT Div. 3 Coordination</th>
<th>Consistency with Plans</th>
<th>Status of Project in Development</th>
<th>Inclusion in Adopted Strategic Business Plan</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 100)</td>
<td>Points (x of 500)</td>
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**Prioritization 6.0 Quantitative Score** - The Prioritization 6.0 Quantitative score is the score provided by SPOT for each project. The MPO will convert the data/quantitative based Regional and Divisional level scores to a 100 point scale.

**Coordination of Points with NCDOT Division 3** - This criterion is dependent upon if Division 3 seeks to assign input points to the project. Assignment of points by both the WMPO and Division will represent a coordinated effort and recognized regional priority.
- Projects receiving points from Division 3 - 100 points
- Projects not receiving points from Division 3 – 0 points

**Consistency with Plans** - This criterion is used to determine if the proposed project is in an adopted plan. Each project will be evaluated with the points assigned as follows:
• Projects included in the adopted Long Range Transportation Plan - 100 points
• Projects included in Plans adopted by the MPO - 50 points
• Projects that are adopted in plans by member jurisdictions and NCDOT but not adopted by the MPO - 25 points

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

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

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

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

**Total Score and Project Ranking**

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

Example:

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

Utilizing the scoring method outlined previously, the following is a breakdown of the point assignment for Project X:
### Final Local Input Point Assignment

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

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

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

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

### Schedule and Public Outreach

The Wilmington Urban Area MPO adopted the most recent Public Involvement Policy on September 30, 2020 and is located here on the MPO’s website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington Urban Area MPO’s transportation planning process. This policy serves as an integral part of the MPO’s planning efforts. The Wilmington Urban Area MPO will utilize this adopted policy to solicit comments on the “draft” Project Ranking and Scoring.
These outreach efforts will include regular public input opportunities at Board meetings, and the draft project ranking and scorings being posted on the MPO’s website. Both efforts will help the MPO to solicit public comments by way of verbal comments at a public meeting or comments received through mail or email. Following the closing of the public participation process, staff will review any comments received with the TCC and the Board. All public comments received, local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington Urban Area MPO’s website at www.wmpo.org until after the adoption of the final STIP/MTIP by the Board of Transportation.

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

Prioritization 6.0 Process Schedule 2019 - 2022

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

Point Assignment Process

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

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

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

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

BOARD

RESOLUTION APPROVING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION’S LOCAL INPUT METHODOLOGY FOR PRIORITIZATION 6.0

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

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

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

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

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

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

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves the Wilmington Urban Area MPO’s Local Input Methodology for Prioritization 6.0.

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

_________________________________
David Piepmeyer, Chair

_________________________________
Mike Kozlosky, Secretary
STIP/MPO TIP Modification #2-7

**Project**: Wilmington Urban Area Metropolitan Planning Organization

**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

### PROJECT DESCRIPTION

**Project Name**: US 17, US 17 from SR 162 (Washington Acres to Vista Lane). Convert to Superstreet.

**Description Revised to Match the Scope of the Project**: Various, Division 3 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) Using Transportation Alternatives (TA) Funds.

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**Total**: 251,000,000

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**Regional Project Category**: Wilmington Urban Area

**Proposed Project Category**: Wilmington Urban Area Metropolitan Planning Organization

**Pender County**: Wilmington Urban Area Metropolitan Planning Organization

**Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson, and Pender Counties**

**Division**: Wilmington Urban Area Metropolitan Planning Organization

**Pender County**: Wilmington Urban Area Metropolitan Planning Organization

**Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson, and Pender Counties**

**JMPA**: Wilmington Urban Area Metropolitan Planning Organization

**Mid-Carolina Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

**Eastern Carolina Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

**Cape Fear Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

**Grand Strand Metropolitan Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

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**STIP/MPO TIP Modification #2-7**

- **Description Revised to Match the Scope of the Project**: Due to the Expansion of the Jacksonville Boundary and Now a Jumbo Project.

- **Pender County**: Wilmington Urban Area Metropolitan Planning Organization

- **Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson, and Pender Counties**

- **Division**: Wilmington Urban Area Metropolitan Planning Organization

- **Pender County**: Wilmington Urban Area Metropolitan Planning Organization

- **Brunswick, Duplin, New Hanover, Onslow, Pender, Sampson, and Pender Counties**

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- **Eastern Carolina Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

- **Cape Fear Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

- **Cape Fear Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

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**MPO**: Wilmington Urban Area Metropolitan Planning Organization

**JMPA**: Wilmington Urban Area Metropolitan Planning Organization

**Regional Project Category**: Wilmington Urban Area Metropolitan Planning Organization

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**Proposal-Submitted Date**: July 2021

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**STIP/MPO TIP Modification #2-7**

- **Description Revised to Match the Scope of the Project**: Due to the Expansion of the Jacksonville Boundary and Now a Jumbo Project.

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- **Eastern Carolina Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

- **Cape Fear Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

- **Cape Fear Rural Planning Organization**: Wilmington Urban Area Metropolitan Planning Organization

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**MPO**: Wilmington Urban Area Metropolitan Planning Organization

**JMPA**: Wilmington Urban Area Metropolitan Planning Organization
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**STIP Modifications**

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Due to the expansion of the Jacksonville Urban Area MPO (JUMPO) boundary, the project is no longer within the Down East RPO boundary and is now a JUMPO project.
STIP MODIFICATIONS

Highway Funds

**S-5803B**
ONSLOW
PENDER
REGIONAL PROJ. CATEGORY

STIP #7

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

- **US 17, US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS.**

**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.**

**CONSTRUCTION**

**FY 2022 - (HSIP)**

$425,000

**STIP DELETIONS**

**NC 133, REPLACE BRIDGE 640029 OVER SMITH CREEK.**

**CONSTRUCTION**

**FY 2021 - (NHPB)**

$4,100,000

**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

(July 2021)

STIP/MPO TIP Modification #21-7

**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

- **NEW HANOVER**
  - B-4590

- **NEW HANOVER**
  - W-5803B
What is a State Transportation Improvement Program (STIP)?

The STIP is a multi-year capital improvement document which directs the scheduling and funding of construction projects across the state over a minimum 4 year period. North Carolina’s STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation (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.

The STIP is 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. North Carolina’s STIP covers a 10 year period, with the first six years (2020-2025) referred to as the delivery STIP and the latter four years (2026-2029) as the developmental STIP. North Carolina’s STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation (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. North Carolina’s STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation (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.

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Maintenance and Capital Improvement Funding for North Carolina

NCDOT uses three major sources of funds for transportation improvements. Federal Funds are used for capital improvements while the Highway Funds are used for maintenance and State Highway Trust Funds are used for capital improvements while the Highway

Motor Fuels Tax
8618
Highway Use Tax
834
State - SI.381
Federal - SI.211
S.T.L.P.

Federal Funds
$1,435
Maintenance
$1,152

Motor Fuels Tax
S1.330
Highway Trust Fund SI.600

Federal Fund (Including Federal) S3.738

Highway Fund (Including Federal) S3.738

Source:

Finding:

Maintenance and Capital Improvement Funding for North Carolina
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. Each Division section includes a funding source reference table and is divided between highway and non-highway project schedules. Projects are grouped by county within each division. This results in some duplication since transportation projects are frequently extended across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

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 grouped by county within each division. This results in some duplication since transportation projects are frequently extended across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

NCDOT anticipates meeting their identified targets with the State funded Highway Maintenance Improvement Program (HMIP) and the mix of projects included in the State Transportation Improvement Program (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 the Interstate Maintenance (IM) Program. Federal funding for non-NHS pavements and bridges is applied primarily to non-NHS projects in North Carolina.

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. Investments are made in alignment with PTASPs with the intent of keeping the state's public transportation system safe and reliable. 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. Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the state's public transportation agencies.

How is the STIP organized?

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 grouped by county within each division. This results in some duplication since transportation projects are frequently extended 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 lists projects first by the transportation partners and providers then by identification numbers. The Public Transportation program list projects also 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.

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. 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 STI. 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.
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 scheduled for February 15 and April 15, 2019. The purpose of these open houses was to inform citizens about projects included in the Draft STIP and collect feedback. Additionally, multiple public opportunities were available statewide.

The public was asked to provide feedback on the Draft STIP including the STIP programming process. 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.
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 NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations may be made without the standard Regional Emissions Analysis (REA) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS at the time of the 1997 ozone NAAQS revocation.

Transportation Conformity

North Carolina 2008 Ozone Maintenance Area Requiring a REA

<table>
<thead>
<tr>
<th>Region</th>
<th>Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrolina</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Union (Partial)</td>
</tr>
<tr>
<td></td>
<td>Cabarrus (Partial)</td>
</tr>
<tr>
<td></td>
<td>Gaston (Partial)</td>
</tr>
<tr>
<td></td>
<td>Iredell (Partial)</td>
</tr>
<tr>
<td></td>
<td>Lincoln (Partial)</td>
</tr>
<tr>
<td></td>
<td>Mecklenburg</td>
</tr>
<tr>
<td></td>
<td>Rockingham</td>
</tr>
<tr>
<td></td>
<td>Cabarrus (Partial)</td>
</tr>
</tbody>
</table>

Metrolina

- Union (Partial)
- Cabarrus (Partial)
- Gaston (Partial)
- Iredell (Partial)
- Lincoln (Partial)
- Mecklenburg
- Rockingham
- Cabarrus (Partial)

Metrolina

- Union (Partial)
- Cabarrus (Partial)
- Gaston (Partial)
- Iredell (Partial)
- Lincoln (Partial)
- Mecklenburg
- Rockingham
- Cabarrus (Partial)
North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

<table>
<thead>
<tr>
<th>Region Counties</th>
<th>Pollutant(s)</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Triangle</td>
<td>Chatham (Partial)</td>
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</tr>
<tr>
<td></td>
<td>Durham</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Franklin</td>
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<td>Granville</td>
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</tr>
<tr>
<td></td>
<td>Johnston</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Person</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wake</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Region Counties</th>
<th>Pollutant(s)</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rocky Mount</td>
<td>Edgecombe</td>
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</table>

<table>
<thead>
<tr>
<th>Region Counties</th>
<th>Pollutant(s)</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Triangle</td>
<td>Cabarrus</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gaston</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Iredell (Partial)</td>
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<tr>
<td></td>
<td>Lincoln</td>
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<tr>
<td></td>
<td>Mecklenburg</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Person</td>
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<tr>
<td></td>
<td>Wake</td>
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<td></td>
<td>Johnston</td>
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<td></td>
<td>Franklin</td>
<td></td>
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<tr>
<td></td>
<td>Granville</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chatham (Partial)</td>
<td></td>
</tr>
</tbody>
</table>

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 Transportation Division (PTD) conducts a call for projects to provide funds to assist in meeting those 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 non-UZAs
• 5304 – Support transportation services and infrastructure in small urban and rural areas

B. Urban Area Formula Program (Section 5307)

5307 – Provides funding for transit projects and school transportation

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 increase funding to fairly and equally distribute the needs of larger STIs

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

Enhances mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation options. This program supports transportation services that come into the special areas and under the special needs of seniors and individuals with disabilities in all regions – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).

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)

This program funds transportation projects in rural areas and small urban areas of the state. These projects are developed by the MPO and funded through NCDOT.

PTD Goal:
• Support transportation of seniors and persons with disabilities in rural North Carolina (less than 50,000 population)
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 Appalachian Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, Madison, Mitchell, Polk, Rutherford, Surry, Swain, Transylvania, 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.
- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.

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:
- Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to 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 analyses, the STIP has already generalized descriptions of proposed work drawn 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” at this time, 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.”

PROGRAM BUDGETS
Transportation Revenue Forecast

State Budget

Transportation Revenues are derived from user fees in the form of Motor Fuel Tax (MFT) and vehicle fees collected by the NC Division of Motor Vehicles (DMV) Fees and a Highway Use Tax (HUT) on vehicles. Federal transportation revenues are derived from a federal MFT and vehicle fees paid to the federal government. 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. North Carolina’s Total Transportation funding consists of roughly 75 percent state revenues and 25 percent federal.

Motor Fuel Tax (MFT)

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Project Descriptions

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.

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.

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.

PTD Goal:

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PTD Goal:
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 serve 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.

**Federal Aid Program**

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 (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (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. Federal budget allocation is based on a combination of factors including the National Economic Council, the Office of Management and Budget, and the Congressional Budget Office. The primary focus is on providing funding for existing programs and ensuring that states and localities have the resources they need to carry out their transportation projects.

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The FAST Act includes provisions that will increase funding for highway and transit projects, provide new tools for improving safety, and establish new programs to advance critical freight projects. The core formula programs are:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
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<table>
<thead>
<tr>
<th>Category</th>
<th>1,498</th>
<th>1,998</th>
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<tr>
<td>Freight</td>
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<tr>
<td>Highway Safety Improvement</td>
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<td>98</td>
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<tr>
<td>Surface Transportation Program</td>
<td>328</td>
<td>554</td>
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<tr>
<td>Transportation Planning</td>
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<td>55</td>
</tr>
<tr>
<td>Metropolitan Planning</td>
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<td>6</td>
</tr>
<tr>
<td>Research Development</td>
<td>5</td>
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<tr>
<td>TAP</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Rail Highway Planning</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>National Highway Performance Program</td>
<td>655</td>
<td>655</td>
</tr>
<tr>
<td>Total Apportionment</td>
<td>1,198</td>
<td>300</td>
</tr>
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</table>

Federal Aid Construction Program - FFY 2020

($ in Millions)
<table>
<thead>
<tr>
<th>Category</th>
<th>Federal Funds</th>
<th>State Matching Funds</th>
<th>Total Required Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Safety Improvement</td>
<td>655</td>
<td>40</td>
<td>695</td>
</tr>
<tr>
<td>Surface Transportation Program</td>
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<td>2</td>
<td>330</td>
</tr>
<tr>
<td>Congestion Mitigation</td>
<td>69</td>
<td>6</td>
<td>75</td>
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<tr>
<td>Metropolitian Planning</td>
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<td>4</td>
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<tr>
<td>Research Development</td>
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<td>5</td>
<td>12</td>
</tr>
<tr>
<td>TAP</td>
<td>28</td>
<td>8</td>
<td>36</td>
</tr>
<tr>
<td>Statewide Planning</td>
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</tr>
<tr>
<td>Rail Highway Crossing</td>
<td>14</td>
<td>14</td>
<td>28</td>
</tr>
<tr>
<td>National Highway Performance Program</td>
<td>28</td>
<td>28</td>
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<tr>
<td>Total Apportionment</td>
<td>1,198</td>
<td>300</td>
<td>1,498</td>
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</table>

Federal Aid Construction Program - FFY 2021

Proposed Use of FFY 2020 Obligation Authority
Proposed Use of FFY 2021 Obligation Authority

<table>
<thead>
<tr>
<th>Description</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>AC Commission</td>
<td>70%</td>
</tr>
<tr>
<td>New Projects/Reconstruction</td>
<td>22%</td>
</tr>
<tr>
<td>GAP/DRP Service</td>
<td>9%</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC Beginning Balance</td>
<td>$4,400,000</td>
<td>$5,005,000</td>
<td>$4,929,000</td>
<td>$4,900,000</td>
</tr>
<tr>
<td>New AC - Programmed in STIP</td>
<td>$1,184,000</td>
<td>$1,225,000</td>
<td>$1,286,000</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>AC Converted</td>
<td>$970,000</td>
<td>$970,000</td>
<td>$970,000</td>
<td>$970,000</td>
</tr>
<tr>
<td>AC Ending Balance</td>
<td>$5,575,000</td>
<td>$5,500,000</td>
<td>$5,575,000</td>
<td>$5,625,000</td>
</tr>
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</table>

Dollars in Thousands
<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Proceeds Including Premium</th>
<th>Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>$299.80</td>
<td>$5.06</td>
</tr>
<tr>
<td>2009</td>
<td>$9.33</td>
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<tr>
<td>2010</td>
<td>$263.14</td>
<td>$67.16</td>
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<tr>
<td>2011</td>
<td>$81.99</td>
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<tr>
<td>2012</td>
<td>$364.90</td>
<td>$59.84</td>
</tr>
<tr>
<td>2013</td>
<td>$80.55</td>
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<tr>
<td>2014</td>
<td>$86.32</td>
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</tr>
<tr>
<td>2015</td>
<td>$300.54</td>
<td>$86.32</td>
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<td>2016</td>
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<td>2017</td>
<td>$253.15</td>
<td>$99.38</td>
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<tr>
<td>2018</td>
<td>$95.93</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>$719.04</td>
<td>$95.91</td>
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<tr>
<td>2020</td>
<td>$131.63</td>
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<td>2021</td>
<td>$131.64</td>
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<td>2022</td>
<td>$131.63</td>
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<td>2023</td>
<td>$131.64</td>
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<td>2024</td>
<td>$95.38</td>
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<td>2025</td>
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<td>2033</td>
<td>$57.09</td>
<td></td>
</tr>
<tr>
<td>2034</td>
<td>$57.09</td>
<td></td>
</tr>
</tbody>
</table>
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 on previous GO bonds and administration. $4.5 billion is transferred to the bonds of $4.75 billion in revenue, $4.99 billion goes to NCTA. 5% of revenue is used for debt service on previous GO bonds and administration. 7.75 million during the 10-year period for preliminary engineering, as well as $45 million to the State Ports.

### 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 fees and other fees and interest. These estimates were used to develop the draft program.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Proceeds Including Premium $ in Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>280</td>
</tr>
<tr>
<td>2021</td>
<td>280</td>
</tr>
<tr>
<td>2022</td>
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<tr>
<td>2033</td>
<td>280</td>
</tr>
<tr>
<td>2034</td>
<td>280</td>
</tr>
</tbody>
</table>

5.375% Service

Debt Service

$ in Millions

### Build NC Bond Program

Service requirements.
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.)

<table>
<thead>
<tr>
<th>Year</th>
<th>Highway Trust Fund Revenues</th>
<th>Federal Aid</th>
<th>Available Subtotal (Trust and Federal-aid)</th>
<th>Less PE</th>
<th>Funds Available for Programming</th>
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<td>2020</td>
<td>$25% of Gas Tax Revenues</td>
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<td>$17,455.00</td>
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(Dollars in Millions)
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.

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 transportation projects that are not explicitly identified in the STP and are not directly supported by the state’s transportation program. The Highway Fund is used to finance transportation projects that are not eligible for federal funding or that exceed the FHWA’s funding limits.

The State Highway Fund
NCDOT relies on its cash model to manage its operation on a cash-flow basis using statistical models that were developed specifically to support NCDOT projects. The models are used to forecast future cash demands and financial capacity.

North Carolina’s General Assembly in §143C:6-11 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 cash balance is measured at the end of each fiscal year and the difference between the target and actual cash balance is used to determine the amount of additional federal funds that must be secured.

NCDOT heavily utilizes Alternative Highway Projects because it allows the Department to accelerate projects by undertaking a greater number of concurrent federal-aid projects than would otherwise be possible. Moreover, when advance construction is utilized, the Department is able to request funding from the FHWA that can be used to pay for a portion of the project costs, thereby reducing the amount of additional federal funds that must be secured.

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 of an integrated system of toll roads. The Triangle Expressway, North Carolina’s first modern toll facility, is a 18.8-mile stretch of new highway construction that extends from I-40 in the north to 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, was completed in November 2018 and is approximately 19.8 miles long.

Cash Model and Fiscal Constraint of the STIP
The cash model is a key component of the STIP. Under this model, the Department is required to maintain a cash balance of at least 15% of the total appropriations from the Highway Fund and Highway Trust Fund at the end of each fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target cash balance is measured at the end of each fiscal year and the difference between the target and actual cash balance is used to determine the amount of additional federal funds that must be secured.

The State Highway Fund
Revisions to 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 transportation projects that are not explicitly identified in the STP and are not directly supported by the state’s transportation program. The Highway Fund is used to finance transportation projects that are not eligible for federal funding or that exceed the FHWA’s funding limits.

Amended Inflation Impact
1. $10.5 billion in total project costs included in the program are shown in current (2020) dollars.
2. Revisions to the Highway Fund are generated from the state motor fuels tax and DMV fees.
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 $43.0 million and $44.7 million for FY 2018 and FY 2017 respectively. FY 2018 total revenues increased by 8.6% year-over-year 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. Operating expenses increased by 10.3% year-over-year when compared to FY 2017. The increased number of transactions may be derived from a bypass 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.
MEMORANDUM

To: MPO Board Members
From: Nick Cannon, TDM Coordinator
Date: July 8, 2021
Subject: Transportation Demand Management Strategies in WMPO Member Jurisdictions

In April 2021, the WMPO Board adopted the update to the Short-Range Transportation Demand Management Plan *Cape Fear Change in Motion 2020*. This plan outlines strategies to reduce traffic congestion and increase alternative mode use in the Wilmington Urban Area over the next five years. The plan contains seven strategies that will benefit from partnerships with community stakeholders, major employers, and WMPO member jurisdictions. WMPO staff proposes to present *Cape Fear Change in Motion 2020* to the governing bodies of our member jurisdictions. Presentations will share the vision of the plan and identify opportunities for jurisdiction staff to coordinate with the Go Coast program to carry out the identified strategies and any other additional TDM related efforts the locality may be interested in pursuing.

The Go Coast program hopes to work with planning staff from WMPO member jurisdictions and provide a service to assist in alternative transportation related initiatives. In addition to the strategies in *Cape Fear Change in Motion 2020*, member jurisdictions may seek other ways to positively impact traffic congestion and increase mobility options for residents throughout the region.

The presentations to members will be coordinated with local staff and ideally placed on agendas in August and September. WMPO staff will then coordinate meetings with local staff to determine best methods of moving forward with any initiatives.
MEMORANDUM

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: July 7, 2021

SUBJECT: Replacement of the Cape Fear Memorial Bridge (Unsolicited Proposal)

The North Carolina Department of Transportation received an unsolicited proposal to replace the Cape Fear Memorial Bridge. Representatives from NCDOT were in attendance at the MPO Board meeting on June 30, 2021 to present information on the subject. Attached please find the presentation that was provided on June 30th. The MPO Board voted to calendar the item on their July 28th meeting agenda.
Cape Fear Memorial Bridge Replacement

Public Private Partnership (PPP) Discussion

Today’s Discussion

Next Steps
The Need: Replace Aging Infrastructure

- The Cape Fear Memorial Bridge was Constructed in 1969.
- 51 Year Old Structure
- The bridge requires costly routine maintenance.
- Growing Volumes of Traffic
  - Projected 81,900 vehicles per day (2045)
- Yearly maintenance costs $550K/year
- The recent major rehabilitation in 2019 cost ~ $15M
- Moveable Span - Major Rehabilitation Required every 10 years
- Fixed Span - Major Rehabilitation Required every 20 years
- Existing structure requires costly routine maintenance.
- 51 Year Old Structure

- Replace Aging Infrastructure
- The Need:
Options for Replacement:

- 4 Options Considered:
  - 65 ft. Fixed Span
  - 65 ft. Moveable Span
  - 135 ft. Fixed Span
  - 65 ft. Moveable Span w/ rail component

Feasibility Study
Feasibility Study Typical Sections

- 6-lane median-divided facility
- 15 ft. wide separated Multi-Use-Path (North Side)
- 12 ft. wide shoulders
- Total Width: 135 ft. - 157 ft. (with rail)
- 22 ft. wide median/inside shoulder
- 12 ft. wide travel lanes
- 6-lane median-divided facility
- 15 ft. wide separated Multi-Use-Path (South Side)
Estimated Costs By Option

Feasibility Study

<table>
<thead>
<tr>
<th>Option</th>
<th>Design Option</th>
<th>Number</th>
<th>Construction Costs</th>
<th>Utility Relocation Costs</th>
<th>Right-of-Way Costs</th>
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<th>55' Vertical Clearance with Railroad Component</th>
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Note: These are approximate costs from Feasibility Study. Currently working on updated estimates.
The Challenge: Funding

- Traditional method of funding would be through NCDOT’s Prioritization Process for potential inclusion in the STIP.

• Initial indication is that the ability to program a large-scale non-tolled project in the next 10-year STIP cycle is unlikely.

• Potential inclusion in the STIP of the replacement of the Cape Fear Memorial Bridge through NCDOT’s Prioritization Process would be unlikely.

The Challenge: Funding
An Opportunity:
Unsolicited Proposal for a Public Private Partnership

Rodger Rochelle, PE – Chief Engineer, NCTA
Chris Werner, PE – Director, NCDOT Technical Services
Key Benefits

- Developer accepts financial risk for design, construction, and maintenance
- Private sector accepts revenue risks
- Provides funding opportunity for high-cost projects that pose current funding challenges
- Provides potential acceleration of schedules for replacement
- NCDOT maintains ownership
- Bonus Allocation

Public Private Partnership

- Private sector accepts revenue risks
- Provides funding opportunity for high-cost projects that pose current funding challenges
- Developer accepts financial risk for design, construction, and maintenance
- NCDOT maintains ownership
Things To Remember

• This proposal is an idea, not an offer
• Proposal presumes items which may not be possible
• Proposal presumes a highly aggressive schedule

Should WMPO Desire to Move Forward

• This is a local decision (NCDOT will not proceed without WMPO request/support)
• WMPO and NCDOT would move forward as a partnership
• The contract would be awarded through a competitive procurement process
• Final project details would be laid out in the contract set by NCDOT
Unsolicited Proposal

• Based off the NCDOT Feasibility Study – Option 2 – 135’ high rise with MUP
• Includes improvements to the west side interchange (US 17/US 421/US 74) and the downtown interchange at S. Front St
Unsolicited Proposal - Overview

Funding
- Fully Funded by Developer
- Bonus Allocation To Be Determined

Procurement
- “Progressive” PPP
- Would Likely Require Certain Hold Points and NEPA and Permitting

Developer Responsibilities
- Work to Inform NEPA, Design, Public Outreach
- Permitting
- Construction (and Demolition)
- Operations and Maintenance (O&M)

Developer Assumption of Risks
- NEPA and Permitting
- Design, Construction, and O&M Costs
- Schedule
- Revenue

Tolling
- Minimize Toll Rates
- Provide Customer Service and Invoicing
- 50 Year Tolling Duration
- Five Year Schedule

Team
- National Caliber Design, Engineering and Construction Firms (with PPP experience)
- Experience in North Carolina and Coastal Areas

Contract Term
- Five Year Schedule
- 50 Year Tolling Duration

Services
- Operations and Maintenance (O&M)
- Construction (and Demolition)
- Permitting
- Work to Inform NEPA Design, Public Outreach
- Developer Responsibilities

Tolling
- Minimize Toll Rates
- Provide Customer Service and Invoicing

Revenue
- Fully Funded by Developer
As Suggested by the Proposing Developer
• Adding lanes
• Pedestrian/bicycle path connecting both sides of the river
• Accelerate delivery vs. traditional public methods
• Relieve the state of financial and operational burden ... requires zero state or local funding
• Low-maintenance structure with a design life of 75 to 100 years
• Potential job creation
• Project will be fully funded from day one
• Construction approach limits disruption to the community (current bridge remains open during construction)
• Pedestrian/bicycle path connecting both sides of the river
• Adding lanes

Unsolicited Proposal – Summary of Benefits
Unsolicited Proposal Process
This policy governs the procurement process for all Public Private Partnerships, including Unsolicited Proposals. NCDOT would publicly advertise a competitive procurement for any project resulting from an unsolicited proposal. Board adopted policy found here.
Public Private Partnerships Policy and Procedures for Disposition of Unsolicited Proposals

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Proposer submits conceptual unsolicited proposal</td>
</tr>
<tr>
<td>2</td>
<td>NCDOT initial screening (technical, environmental, engineering, financial considerations)</td>
</tr>
<tr>
<td>3</td>
<td>NCDOT advises proposer on determination of proposal viability</td>
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<tr>
<td>4</td>
<td>Project development, preliminary design, STP amendments, etc.</td>
</tr>
<tr>
<td>5</td>
<td>Competitive PPP procurement process</td>
</tr>
<tr>
<td>6</td>
<td>Selection of successful proposer and execution of Comprehensive Agreement</td>
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</tbody>
</table>
Applying PPP Model – Cape Fear Memorial Bridge

- Potential Timeline
- Areas of Risk
- Bonus Allocation
Possible Timeline - 3 Phases
### Areas of Potential Risk

**Financial**
- Preliminary Engineering Funds
- Expenses Outpacing Milestones
- Preliminary Engineering Funds
- Uncertainty
- No Surety of Success until after Notable Expenditures
- Competitive Pressure
- Bonus Allocation Uncertainty
- Permits

**Delivery**
- Procurement
- Considerable Resources for Procurement
- Undeveloped Scope Prior to Undefined Scope Prior to
- Right of Way
- Navigation Clearance
- USACE, CAMA, USCG Permits
- NEPA (historic district, etc.)

**External Stakeholders**
- Permitting and Regulatory Agencies
- Public Acceptance of Tolling
- Business Community Acceptance of Tolling
- NEPA Tolling Approval
- Would Require Legislative Planning
- Unknown Toll Rates During Unknown Toll Rates During
- Toll Rate Changes

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### Areas of Potential Risk

**Financial**
- Preliminary Engineering Funds
- Expenses Outpacing Milestones
- Preliminary Engineering Funds
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- Permitting and Regulatory Agencies
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- Business Community Acceptance of Tolling
- NEPA Tolling Approval
- Would Require Legislative Planning
- Unknown Toll Rates During Unknown Toll Rates During
- Toll Rate Changes
Funding that the WMPO could potentially receive by implementing a toll project
• Must be used on projects located in the same county(ies) as the original project (Brunswick/New Hanover)

For a project funded with toll revenue bonds (or toll supported debt): 50% of the amount of toll revenue bonds (or toll supported debt) issued to construct the project.

For a project funded without toll revenue bonds (or toll supported debt) issued to construct the project: 50% of the amount of revenue expected from the project over the first 10 years of the project, less operations costs, as set forth in an Investment Grade Traffic and Revenue Study.

Therefore BA depends largely on the Plan of Finance for the project

MPO or RPO must have funds authorized for projects within 5 years of Financial Close

Maximum $100 Million

NCGS 136-189.11(f)(3)

Bonus Allocation
Next Steps
MPO Coordination and Resolution(s) of Support
Continued Analysis
Assessment
Prescreening Guidelines/Flow Chart

Next Steps – IF WMPO Desires

3
2
1

- Prescreening
  - Priority Identification
  - Prioritization (SPOT)
  - Traffic and Revenue Study
  - Early Public Involvement
  - STIP and MPO Amendments
  - Identify Legislative Needs
  - Identify/Secure “Seed” PE Funds
- Identification
- Prioritization
- Traffic and Revenue Study
- Early Public Involvement
- STIP and MPO Amendments
- Identifying Legislative Needs
- Identify/Secure “Seed” PE Funds

MPO Coordination and Resolution(s) of Support
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 July and 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 Description/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: 2 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: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 17 total (13 on-going; 4 new): New Hanover County 6 (1 new), City of Wilmington 4 (2 new), Carolina Beach 1, Town of Leland 0, Town of Navassa 0, Pender County 5, and Brunswick County 1 (1 new)
- Pender County Development Plan Reviews: 3 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
• City of Wilmington Formal Reviews: 70 reviews (9 new, 61 on-going)
• City of Wilmington Informal Reviews: 29 reviews (5 new, 24 on-going)
• City of Wilmington Concept Reviews: 0 reviews
• COW Project Releases: 7

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
- Complete 65% Plans & Estimate (w/ Prelim ROW-Easements) on June 9, 2021
- Submitted Type 1A Categorical Exclusion (CE) Form on June 9th, signed June 14, 2021
- Coordination with YWCA on needed ROW/Easement
- Supplemental Agreement Execution in progress (City/NCDOT) - scheduled for City Council action on July 20, 2021
- Submit 90% Signal Plans for City/NCDOT on June 16, 2021
- Sent 65% City comments on Signal and 65% Plans on June 24, 2021
- Receive 75% ROW Plans from AECOM 7th Street to Shipyard Blvd (mid - July 2021)
- Request ROW Authorization from NCDOT (mid-July 2021)
- Request Title Research for YWCA (July 2021)
- Utility Kickoff Meeting in Field to Review Utility Conflicts (mid-July 2021)
- Request SUE Level 'A' (if needed) – mid-July 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

**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
• 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:
• U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
• Cost sharing agreements with New Hanover County completed March 2020.
• NCDOT Authorization for Preliminary Engineering received March 2020.
• WMPO advised of pause in NCDOT funding availability.
• NCDOT funding availability reopened January 25, 2021
• Request for PE funding and authorization made on January 27, 2021
• PE funding and authorization received March 18, 2021.
• Design contract approved May 5, 2021 by City Council: execution in progress.
• Design contract sent to Consultant June 29, 2021 for execution.
• Design expected to start in July lasting through January 2022.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANE S
Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:
• TIP number has been entered.
• NCDOT funding availability reopened January 25, 2021
• Town Council elected to move forward with 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

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
- County initiated project closeout paperwork with NCDOT on May 27, 2021

**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:**
- Contract sent to Davenport for execution as of January 28, 2021
- 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.
- Town Council to discuss action on project prior to moving forward.

**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 a group bike ride event in Northern Brunswick County
   b. The scheduled date of the event, October 23rd, 2021, is being reconsidered by the subcommittee due to scheduling conflicts

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 the coming months
   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 any existing or create any new TDM-oriented initiatives

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 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. The next Go Coast meeting is August 19, 2021 at 3:00 and will take place at 305 Chestnut Street
1. Regional On-demand/Microtransit Effort

On April 20, 2021, the Authority published a formal Request for Proposal (RFP) for On-Demand/Microtransit Service Planning and Software. The project scope includes a regional initiative providing more efficient and cost-effective public transportation services to/from and within identified geographic locations in Brunswick County, Pender County and New Hanover County.

The service will be provided through a Transportation as a Service (TaaS) solution. The TaaS will be scalable to augment the existing fleets and personnel resources of Wave Transit and participating agencies. The additional 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 selected vendor will work in collaboration with participating agencies on the following:

1. Planning and Service Design - Plan, design, and evaluate Microtransit services and operating parameters; and
2. Service Delivery - Implement, monitor, and adapt Microtransit services in the service network based on service performance and objectives.

The Authority received proposals from four qualified vendors. Interviews were conducted at the close of June and contract award with the selected vendor is slated for July 2021 with service implementation scheduled for October 2021. The Regional Microtransit Service is funded at 100% through NCDOT’s ConCPT grant. Any contract resulting from the above referenced solicitation shall be for a 12-month period with options to extend pending availability of grant funds.

2. Network Redesign Slated for July 1, 2022

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

A joint meeting between Wilmington City Council members and New Hanover County Board of Commissioners was held on April 27, 2021. During the meeting, a vote to delay the Wave Transit service network design beyond the scheduled August 15, 2021 implementation date
was moved by County officials. The postponement of service changes until at least July 1, 2022 was moved by City Council during their May 4th meeting.

Authority staff is working diligently to build a network of efficient and cost-effective transportation options under a revised network. 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 we work through the network revisions.

3. **Bus Stop Enhancements Underway**

The Authority concluded installation of passenger amenities in the form of a bench and trash receptables at five bus stop locations within the system network. Bus stop enhancements, including installation of a covered shelter at four bus stop locations are slated for second quarter FY22, with additional 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

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*Projects are in development and subject to change.*
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<td>U‐5729 WMPO US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421 New Hanover</td>
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<td>Lydia</td>
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<td>I‐6038 WMPO I‐140 from US 421 to US74/US76 pavement rehab Brunswick, New Hanover</td>
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Contact: Caitlin Marks
Phone: 910‐341‐2001
Email: cmmarks@ncdot.gov
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<td>2021</td>
<td>New Hanover</td>
<td>Lydia McKeel</td>
<td>WMPO</td>
<td>0.00%</td>
<td>Aug-22</td>
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Interactive Resurfacing Map can be found here: https://ncdot.maps.arcgis.com/apps/dashboards/dfbd3ddde51a4cf4ba6a6334a59806e9
July 2021

Nazia Sarder
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NCDOT Transportation Planning Division
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JULY TPD UPDATES WILMINGTON MPO

JULY 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 6/24 where we went over the following items:

1. Bicycle Routes Map
2. Downtown Sidewalks Map
3. Existing Bicycle and Pedestrian Map
4. Public Transit Origin Destination Map

Our next meeting is on July 22, 2021 where we will be reviewing the survey results. The survey closed on June 9th and we collected 6,966 surveys.

**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.


**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](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](https://www.ncdot.gov/).

**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.