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

### **Technical Coordinating Committee Meeting Agenda**

**TO:** Technical Coordinating Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** July 8, 2021  
**SUBJECT:** July 14<sup>th</sup> 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**

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

- 
- 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)

**Wilmington Urban Area MPO  
Technical Coordinating Committee  
Wednesday, June 16, 2021  
Meeting Minutes**

**Members Present**

Mike Kozlosky, WMPO Executive Director  
Marty Little, New Hanover County  
Nick Cannon, MPO Go Coast Program  
Ed Parvin, Town of Carolina Beach  
Stephanie Ayers, NC State Ports Authority  
Athina Williams, Town of Belville  
Ashli Barefoot, Town of Leland  
Barnes Sutton, Town of Navassa  
Helen Bunch, Brunswick County  
Vanessa Lacer, Pender County  
Patrick Flanagan, Cape Fear Council of Governments  
Caitlin Marks, NCDOT Division of Highways  
Nazia Sarder, NCDOT Transportation Planning Branch  
Megan Matheny, Cape Fear Public Transportation Authority

**Others Present**

Abby Lorenzo, WMPO  
Rachel McIntyre, WMPO  
Zachary Manfredi, WMPO  
Regina Hopkins, WMPO  
Trevor Stewart, WMPO  
Marie Parker, Wave Transit  
Paula Kempton, Town of Carolina Beach  
Brenda Williams, Town of Belville  
Lucy Kreuger, NC State Ports Authority  
Cheryl Hannah, HDR

**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**

- Wilmington Urban Area MPO**
- Cape Fear Public Transportation Authority**
- NCDOT Division**
- NCDOT Transportation Planning Division**

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

**7) Announcements**

- Coronavirus Response & Recovery Supplemental Appropriations Act Applications**  
**Due - August 9, 2021; Pre-consultation: July 9 with Scott James**
- 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.**

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #21-5  
(July 2021)

STATEWIDE PROJECT

STIP ADDITIONS

* TM-0036	- STATEWIDE PROJECT	STATEWIDE, 5310 STATE ADMINISTRATIVE FUNDS	ADMINISTRATIVE	FY 2022 -	\$567,000	(5310)
STATEWIDE		<u>ADD PROJECT AT THE REQUEST OF THE</u>				
PROJ.CATEGORY		<u>INTEGRATED MOBILITY DIVISION.</u>				
PUBLIC TRANS					\$567,000	



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

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

### STATEWIDE PROJECT

* C-5600 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	STIP MODIFICATIONS	ENGINEERING	
		VARIOUS, STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		
		<u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u>		
			RIGHT-OF-WAY	
			FY 2020 -	\$817,000 (CMAQ)
			FY 2020 -	\$204,000 (S(M))
			FY 2021 -	\$817,000 (CMAQ)
			FY 2021 -	\$204,000 (S(M))
			FY 2022 -	\$817,000 (CMAQ)
			FY 2022 -	\$204,000 (S(M))
			FY 2020 -	\$817,000 (CMAQ)
			FY 2020 -	\$204,000 (S(M))
			FY 2021 -	\$817,000 (CMAQ)
			FY 2021 -	\$204,000 (S(M))
			FY 2022 -	\$817,000 (CMAQ)
			FY 2022 -	\$204,000 (S(M))
			FY 2020 -	\$4,901,000 (CMAQ)
			FY 2020 -	\$1,226,000 (S(M))
			FY 2021 -	\$4,901,000 (CMAQ)
			FY 2021 -	\$1,226,000 (S(M))
			FY 2022 -	\$4,901,000 (CMAQ)
			FY 2022 -	\$1,226,000 (S(M))
			FY 2020 -	\$817,000 (CMAQ)
			FY 2020 -	\$204,000 (S(M))
			FY 2021 -	\$817,000 (CMAQ)
			FY 2021 -	\$204,000 (S(M))
			FY 2022 -	\$817,000 (CMAQ)
			FY 2022 -	\$204,000 (S(M))
			FY 2020 -	\$817,000 (CMAQ)
			FY 2020 -	\$204,000 (S(M))
			FY 2021 -	\$817,000 (CMAQ)
			FY 2021 -	\$204,000 (S(M))
			FY 2022 -	\$817,000 (CMAQ)
			FY 2022 -	\$204,000 (S(M))
			FY 2022 -	\$204,000 (S(M))
				\$30,633,000

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

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

### STATEWIDE PROJECT

* C-5601 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	STIP MODIFICATIONS	ENGINEERING	
		VARIOUS, CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.		
		<u>ADD ENGINEERING, RIGHT-OF-WAY, CONSTRUCTION, IMPLEMENTATION, AND OPERATIONS IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u>		
			RIGHT-OF-WAY	
			FY 2020 -	\$118,000 (CMAQ)
			FY 2020 -	\$29,000 (L)
			FY 2021 -	\$118,000 (CMAQ)
			FY 2021 -	\$29,000 (L)
			FY 2022 -	\$118,000 (CMAQ)
			FY 2022 -	\$29,000 (L)
			FY 2020 -	\$118,000 (CMAQ)
			FY 2020 -	\$29,000 (L)
			FY 2021 -	\$118,000 (CMAQ)
			FY 2021 -	\$29,000 (L)
			FY 2022 -	\$118,000 (CMAQ)
			FY 2022 -	\$29,000 (L)
			FY 2020 -	\$704,000 (CMAQ)
			FY 2020 -	\$176,000 (L)
			FY 2021 -	\$704,000 (CMAQ)
			FY 2021 -	\$176,000 (L)
			FY 2022 -	\$704,000 (CMAQ)
			FY 2022 -	\$176,000 (L)
			FY 2020 -	\$118,000 (CMAQ)
			FY 2020 -	\$29,000 (L)
			FY 2021 -	\$118,000 (CMAQ)
			FY 2021 -	\$29,000 (L)
			FY 2022 -	\$118,000 (CMAQ)
			FY 2022 -	\$29,000 (L)
			FY 2020 -	\$118,000 (CMAQ)
			FY 2020 -	\$29,000 (L)
			FY 2021 -	\$118,000 (CMAQ)
			FY 2021 -	\$29,000 (L)
			FY 2022 -	\$118,000 (CMAQ)
			FY 2022 -	\$29,000 (L)
			FY 2020 -	\$118,000 (CMAQ)
			FY 2020 -	\$29,000 (L)
			FY 2021 -	\$118,000 (CMAQ)
			FY 2021 -	\$29,000 (L)
			FY 2022 -	\$118,000 (CMAQ)
			FY 2022 -	\$29,000 (L)
				\$4,404,000

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

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

### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### STIP MODIFICATIONS

EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH. <u>AT THE REQUEST OF THE MPO, DELAY ENGINEERING FROM FY 20 TO FY 21.</u>	ENGINEERING  CONSTRUCTION	FY 2021 - FY 2021 - FY 2022 - FY 2022 -	\$59,000 (BGDA) \$15,000 (L) \$398,000 (BGDA) \$100,000 (L)	
					\$572,000	
HS-2003A NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1217 (17TH STREET), INSTALL NEAR SIDE SIGNAL HEADS ON A PEDESTAL ON BOTH SIDES OF SR 1217 (17TH STREET) AT DOCK STREET IN WILMINGTON. <u>TO STRATEGICALLY BALANCE LETTINGS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$34,000 (HSIP) \$34,000	
I-6040 PENDER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - CAPE FEAR RURAL PLANNING ORGANIZATION	I-40, EAST OF US 117 (MILE MARKER 389.5) TO NC 210 (MILE MARKER 408). PAVEMENT REHABILITATION. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 22 TO FY 23. 23.</u>	CONSTRUCTION	FY 2023 - FY 2024 -	\$5,600,000 (NHPIM) \$5,600,000 (NHPIM) \$11,200,000	
U-5926 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NEW ROUTE, SR 1302 (23RD STREET) TO 26TH STREET. CONSTRUCT ROUTE ON NEW LOCATION. ECONOMIC DEVELOPMENT PROJECT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 AND CONSTRUCTION FROM FY 22 TO FY 24.</u>	RIGHT-OF-WAY  CONSTRUCTION	FY 2023 - FY 2023 - FY 2024 - FY 2024 -	\$225,000 (T) \$225,000 (L) \$2,436,000 (T) \$2,436,000 (L)	\$5,322,000

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS					
U-6233	- WILMINGTON URBAN AREA	CAROLINA BEACH, CONSTRUCT NEW TRAFFIC SIGNAL	ENGINEERING	FY 2021 -	\$4,000 (S)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	AND IMPROVE PEDESTRIAN ACCOMMODATIONS AT		FY 2021 -	\$14,000 (BGDA)
PROJ.CATEGORY		THE INTERSECTION OF US 421 (LAKE PARK	RIGHT-OF-WAY	FY 2022 -	\$8,000 (S)
DIVISION		BOULEVARD) AND HAMLET AVENUE IN CAROLINA		FY 2022 -	\$32,000 (BGDA)
		BEACH.	CONSTRUCTION	FY 2022 -	\$51,000 (S)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>		FY 2022 -	\$205,000 (BGDA)
		<u>DESIGN.DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.</u>			\$314,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**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.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary



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**2021 - 2022 Unified Planning Work Program Amendment #1 – STBGP-DA**  
**July 28, 2021**

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.

**Wilmington Urban Area Metropolitan Planning Organization**  
**FY2022 Unified Planning Work Program**  
 Amendment #1  
 July 28, 2021

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL				STRBP-DA				SECTION 5303				TASK FUNDING SUMMARY			
		Highway / Transit				Highway / Transit				Transit / Highway							
		LOCAL WBS #:	FHWA WBS #:	Total	LOCAL 20%	FHWA WBS #:	Total	LOCAL 10%	NCDOT 10%	FITA 80%	Total	LOCAL	NCDOT	FEDERAL	TOTAL		
II-A	<b>SURVEILLANCE OF CHANGE</b>																
II-A-1	Traffic Volume Counts	13,000	52,000	65,000	-	-	-	-	-	-	-	13,000	-	-	52,000	65,000	
II-A-2	Vehicle Miles of Travel	50	200	250	-	-	-	-	-	-	-	50	-	-	200	250	
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-A-4	Traffic Accidents	50	200	250	-	-	-	-	-	-	-	50	-	-	200	250	
II-A-5	Transit System Data	100	400	500	600	2,400	3,000	1,200	1,200	9,600	12,000	1,500	1,200	12,400	15,500		
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200	4,000	-	-	-	-	-	-	-	800	-	-	3,200	4,000	
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-A-9	Travel Time Studies	50	200	250	-	-	-	-	-	-	-	50	-	-	200	250	
II-A-10	Mapping	-	-	-	16,000	64,000	80,000	-	-	-	-	16,000	-	-	64,000	80,000	
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-A-12	Bike & Ped. Facilities Inventory	600	2,400	3,000	-	-	-	-	-	-	-	600	-	-	2,400	3,000	
II-B	<b>LONG RANGE TRANSPORTATION PLANNING</b>																
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-B-3	Travel Model Updates	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	-	8,000	10,000	
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-B-5	Forecast of Data to Horizon Year	2,000	8,000	10,000	-	-	-	400	400	3,200	4,000	2,400	400	-	11,200	14,000	
II-B-6	Community Goals & Objectives	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
II-B-8	Capacity Deficiency Analysis	200	800	1,000	-	-	-	-	-	-	-	200	-	-	800	1,000	
II-B-9	Highway Element of the LRP	4,800	19,200	24,000	-	-	-	4,800	-	19,200	24,000	4,800	-	-	19,200	24,000	
II-B-10	Transit Element of the LRP	400	1,600	2,000	-	-	-	400	400	3,200	4,000	800	400	-	4,800	6,000	
II-B-11	Bicycle & Ped. Element of the LRP	4,000	16,000	20,000	-	-	-	-	-	-	-	4,000	-	-	16,000	20,000	
II-B-12	Airport/Air Travel Element of LRP	-	4,000	5,000	-	-	-	-	-	-	-	-	-	-	4,000	5,000	
II-B-13	Collector Street Element of LRP	400	1,600	2,000	-	-	-	-	-	-	-	400	-	-	1,600	2,000	
II-B-14	Rail, Water or other mode of LRP	500	2,000	2,500	-	-	-	-	-	-	-	500	-	-	2,000	2,500	
II-B-15	Freight Movement/Mobility Planning	600	2,400	3,000	-	-	-	-	-	-	-	600	-	-	2,400	3,000	
II-B-16	Financial Planning	400	1,600	2,000	-	-	-	800	800	6,400	8,000	1,200	800	-	8,000	10,000	
II-B-17	Congestion Management Strategies	3,000	12,000	15,000	-	-	-	-	-	-	-	3,000	-	-	12,000	15,000	
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
III-A	<b>PLANNING WORK PROGRAM</b>	224	896	1,120	-	-	-	-	-	-	-	224	-	-	896	1,120	
III-B	<b>TRANSPORTATION IMPROVEMENT PROGRAM</b>	600	2,400	3,000	-	-	-	-	-	-	-	600	-	-	2,400	3,000	
III-C	<b>CUL. RGTS. CMP./OTR. REG. REQ.</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
III-C-1	Title VI	100	400	500	-	-	-	800	800	6,400	8,000	900	800	-	6,800	8,500	
III-C-2	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	-	400	-	-	1,600	2,000	
III-C-3	Minority Business Enterprise	100	400	500	-	-	-	800	800	6,400	8,000	900	800	-	6,800	8,500	
III-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	-	50	-	-	200	250	
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
III-C-6	Public Involvement	1,000	4,000	5,000	-	-	-	800	800	6,400	8,000	1,800	800	-	10,400	13,000	
III-C-7	Private Sector Participation	250	1,000	1,250	-	-	-	-	-	-	-	250	-	-	1,000	1,250	
III-D	<b>INCIDENTAL PLNG./PROJECT DEV.</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
III-D-1	Transportation Enhancement Plng.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400	500	-	-	-	-	-	-	-	100	-	-	400	500	
III-D-3	Special Studies; Staff Time - Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	-	8,000	10,000	
III-D-3	Special Studies; Staff Time - Pender County Roadway Safety Audit	-	-	-	4,000	16,000	20,000	-	-	-	-	-	-	-	-	-	
III-D-3	Special Studies; Consultant - Strategic Plan Update	-	-	-	500	2,000	2,500	-	-	-	-	500	-	-	2,000	2,500	
III-D-3	Special Studies; Consultant - Navasas Collector St.	-	-	-	15,000	60,000	75,000	-	-	-	-	15,000	-	-	60,000	75,000	
III-D-3	Special Studies; Consultant - N Brunswick County Transit Study	-	-	-	16,100	64,400	80,500	-	-	-	-	16,100	-	-	64,400	80,500	
III-D-3	Special Studies; Consultant - Kure Beach Bike Plan	-	-	-	8,000	32,000	40,000	-	-	-	-	-	-	-	32,000	40,000	
III-D-4	Regional or Statewide Planning	1,000	4,000	5,000	-	-	-	-	-	-	-	1,000	-	-	4,000	5,000	
III-E	<b>MANAGEMENT &amp; OPERATIONS</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
III-E	Management & Operations; Staff Time - TDM Program	53,027	212,106	265,133	93,773	375,091	468,864	4,137	4,135	33,085	41,357	150,936	4,135	-	620,283	775,354	
TOTALS		\$92,801	\$371,202	\$464,003	\$168,462	\$673,852	\$842,314	\$9,337	\$9,335	\$74,685	\$93,357	\$270,600	\$9,335	\$1,119,739	\$1,399,674		

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENT #1 TO THE FISCAL YEAR 2022 UNIFIED  
PLANNING WORK PROGRAM**

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

**WHEREAS**, the Fiscal Year (FY) 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.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

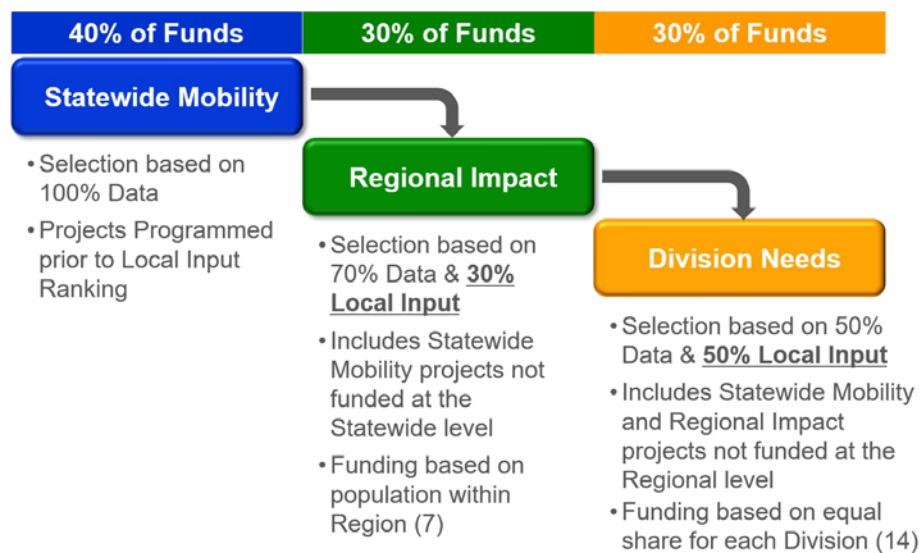


## Introduction

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.

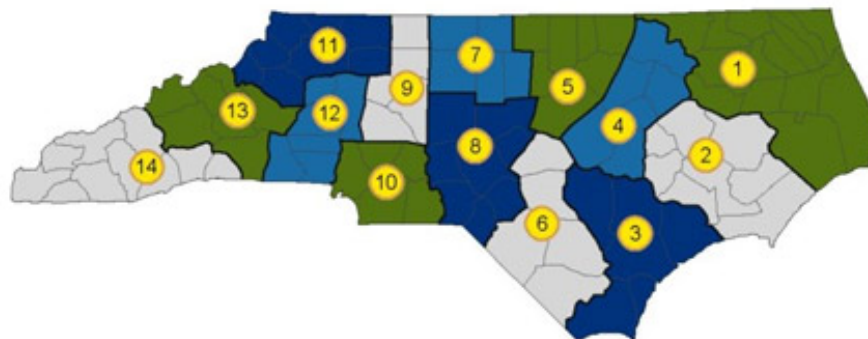
The WMPO's participation in the Strategic Transportation Investments consists of the following steps:

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:

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

**NCDOT Divisions**



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

## Selection of Projects for Prioritization 6.0

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

## Description of Criteria and Weights

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

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

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

**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:

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

## Final Local Input Point Assignment

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

In order to represent the multi-modal needs and interests of its members, the Wilmington MPO will maintain a modal project mix standard for point assignment. This minimum standard is the assignment of Local Input Points to at least one project in each of the 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 rationale shall be given at an advertised, open meeting of the MPO Board.

## Schedule and Public Outreach

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

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

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

#### **Prioritization 6.0 Process Schedule 2019 - 2022**

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

### **Point Assignment Process**

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

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

### Local Input Point Criteria

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

### Local Input point Assignment Results

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

## Material Sharing

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

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary



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

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

### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
* R-5783	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	CONSTRUCTION	FY 2020 - \$100,000 (S)
BRUNSWICK				FY 2020 - \$400,000 (TA)
DUBLIN	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2021 - \$200,000 (S)
NEW HANOVER				FY 2021 - \$800,000 (TA)
ONSLOW	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	<u><b>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.</b></u>		FY 2022 - \$200,000 (S)
PENDER				FY 2022 - \$800,000 (TA)
SAMPSON	- MID-CAROLINA RURAL PLANNING ORGANIZATION			
<b>PROJ.CATEGORY</b>	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION			<u>\$2,500,000</u>
DIVISION	- CAPE FEAR RURAL PLANNING ORGANIZATION			
U-5732	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONVERT TO SUPERSTREET.	CONSTRUCTION	FY 2029 - \$6,275,000 (T)
PENDER				FY 2030 - \$6,275,000 (T)
<b>PROJ.CATEGORY</b>		<u><b>DESCRIPTION REVISED TO MATCH THE SCOPE OF THE PROJECT.</b></u>		FY 2031 - \$6,275,000 (T)
REGIONAL				FY 2032 - \$6,275,000 (T)
				<u>\$25,100,000</u>

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

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

STIP MODIFICATIONS				
* W-5203 BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, DIVISION 3 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.  <u><b>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.</b></u>	CONSTRUCTION	FY 2020 - \$650,000 (HSIP)
* W-5703DIV BRUNSWICK DUPLIN NEW HANOVER ONSLow PENDER SAMPSON PROJ.CATEGORY	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.  <u><b>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.</b></u>	CONSTRUCTION	FY 2020 - \$15,000 (HSIP)

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

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

### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS				
* W-5703REG BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> REGIONAL	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.  <u><b>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.</b></u>	CONSTRUCTION	FY 2020 - _____ \$15,000 (HSIP) \$15,000
* W-5703SW BRUNSWICK DUPLIN NEW HANOVER ON SLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> STATEWIDE	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.  <u><b>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.</b></u>	CONSTRUCTION	FY 2020 - _____ \$20,000 (HSIP) \$20,000

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

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

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### STIP MODIFICATIONS

* W-5603B ON SLOW PENDER PROJ. CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	US 17, US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS. <u><b>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.</b></u>	CONSTRUCTION	FY 2022 -	\$425,000 (HSIP) \$425,000
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#### STIP DELETIONS

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

### **What is a State Transportation Improvement Program (STIP)?**

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

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

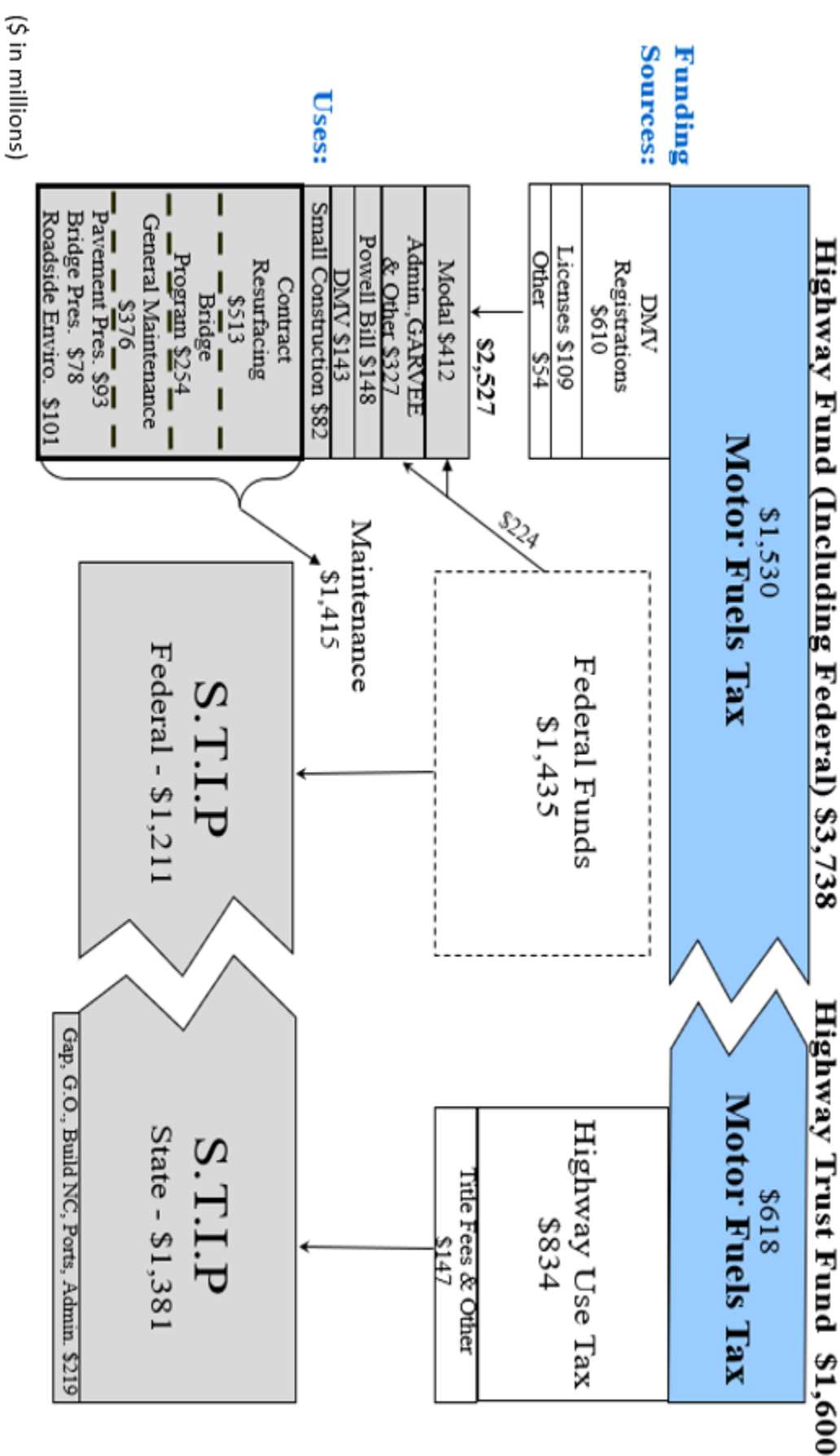
North Carolina's STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction and project development timetables, and in adherence with federal and state laws.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

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

Maintenance and Capital Improvement Funding for North Carolina

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

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



## **Performance Management Targets**

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

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

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

## **How is the STIP organized?**

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

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

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

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

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

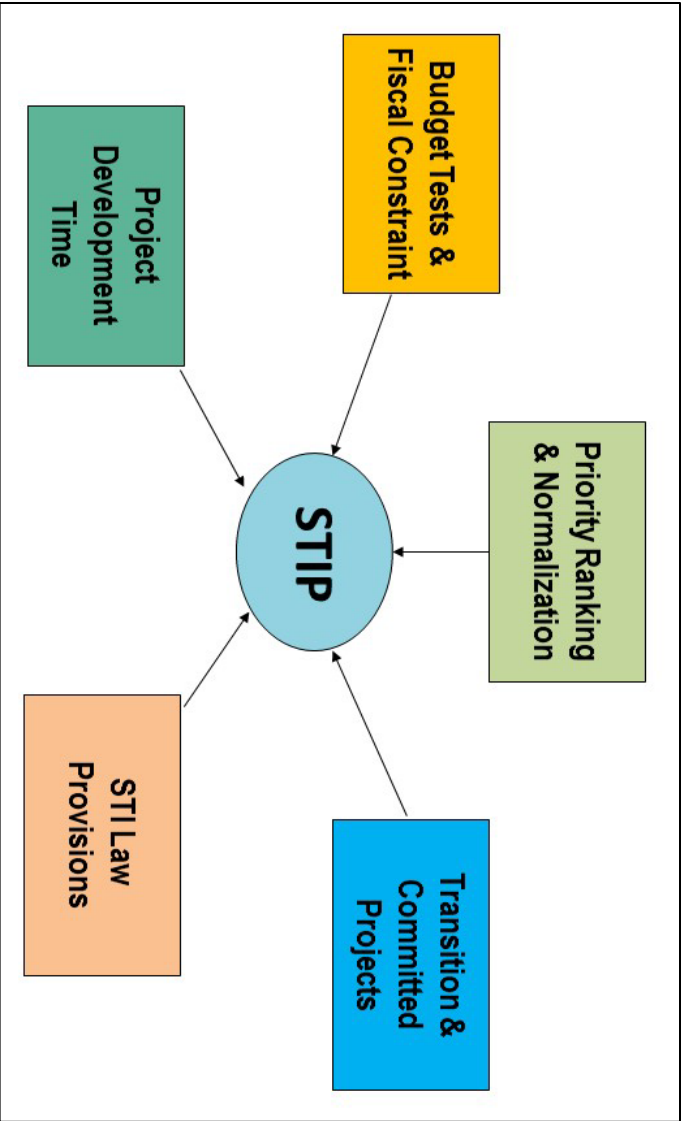
**Strategic Prioritization**

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

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

Figure A





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

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

**Public Involvement – Draft STIP**

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

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

Transportation Conformity

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

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

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

North Carolina 2008 Ozone Maintenance Area Requiring a REA

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

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

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

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

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

Public Transportation Project Funding

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

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

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

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

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

PTD Goals:

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

B. Urban Area Formula Program (Section 5307)

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

PTD Goals:

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

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

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

PTD Goal:

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

D. Rural Formula Grant Program (Section 5311)

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

PTD Goals:

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

E. Bus and Bus Facilities Program (Section 5339)

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

PTD Goal:

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

Project Descriptions

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

**PROGRAM BUDGETS**

Transportation Revenue Forecast

State Budget

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

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

### **Federal Budget**

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

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

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

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

### **Federal Aid Program**

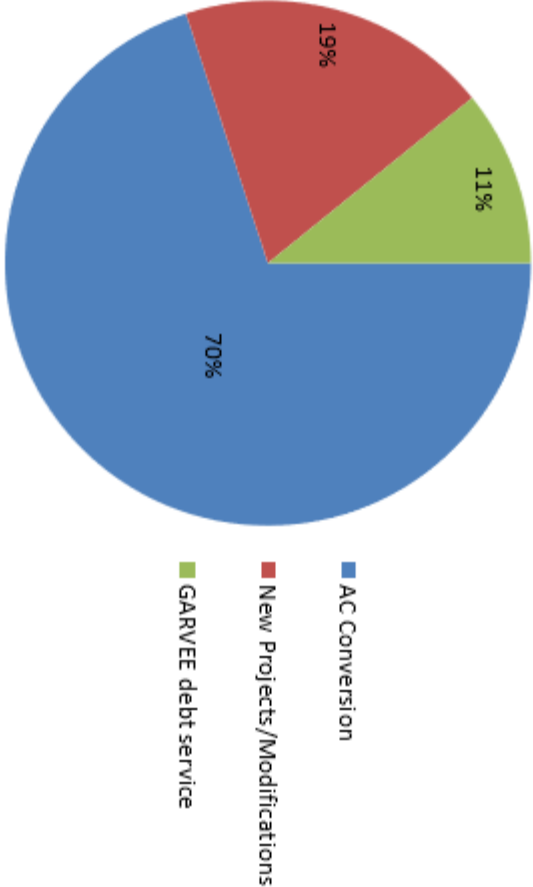
The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

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

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

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

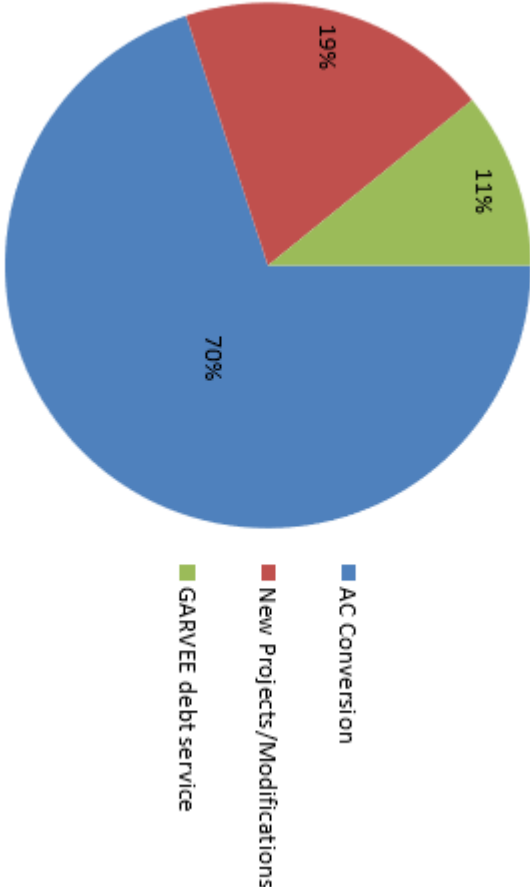
Proposed Use of FFY 2020 Obligation Authority



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



Proposed Use of FFY 2021 Obligation Authority



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

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

**GARVEE Bonds**

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

GARV/EE Bond Program  
\$ in Millions

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

**BUILD NC Bonds**

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

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

**State Highway Trust Fund**

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

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

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

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

### **Anticipated Inflation Impact**

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

### **State Highway Fund**

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

### **Cash Model and Fiscal Constraint of the STIP**

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

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

North Carolina's General Assembly in §143C:6-11 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 shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 requires the minimum cash balance to be at least 7.5% of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the minimum is exceeded. Session Law 2014-100 Senate Bill 744 Section 34.23(c) established a cash balance maximum of one billion dollars. If the balance exceeds the maximum, the Department must report to the General Assembly and Fiscal Research the reasons for exceeding the maximum and the plans to reduce the balance.

### **The North Carolina Turnpike Authority (NCTA)**

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

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

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



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## **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.

Wilmington Urban Area Metropolitan Planning Organization

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





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## MEMORANDUM

TO: TCC Members

FROM: Mike Kozlosky, Executive Director

DATE: July 7, 2021

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

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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 30<sup>th</sup>. The MPO Board voted to calendar the item on their July 28<sup>th</sup> meeting agenda.

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Wilmington Urban Area Metropolitan Planning Organization

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

# Cape Fear Memorial Bridge

A Presentation To

## Wilmington Urban Area MPO Board

June 30, 2021

Chad Kimes, PE – Division Engineer, Division 3



## Today's Discussion

1

Cape Fear Memorial  
Bridge Replacement

2

Public Private  
Partnership (PPP)  
Discussion

3

Next Steps





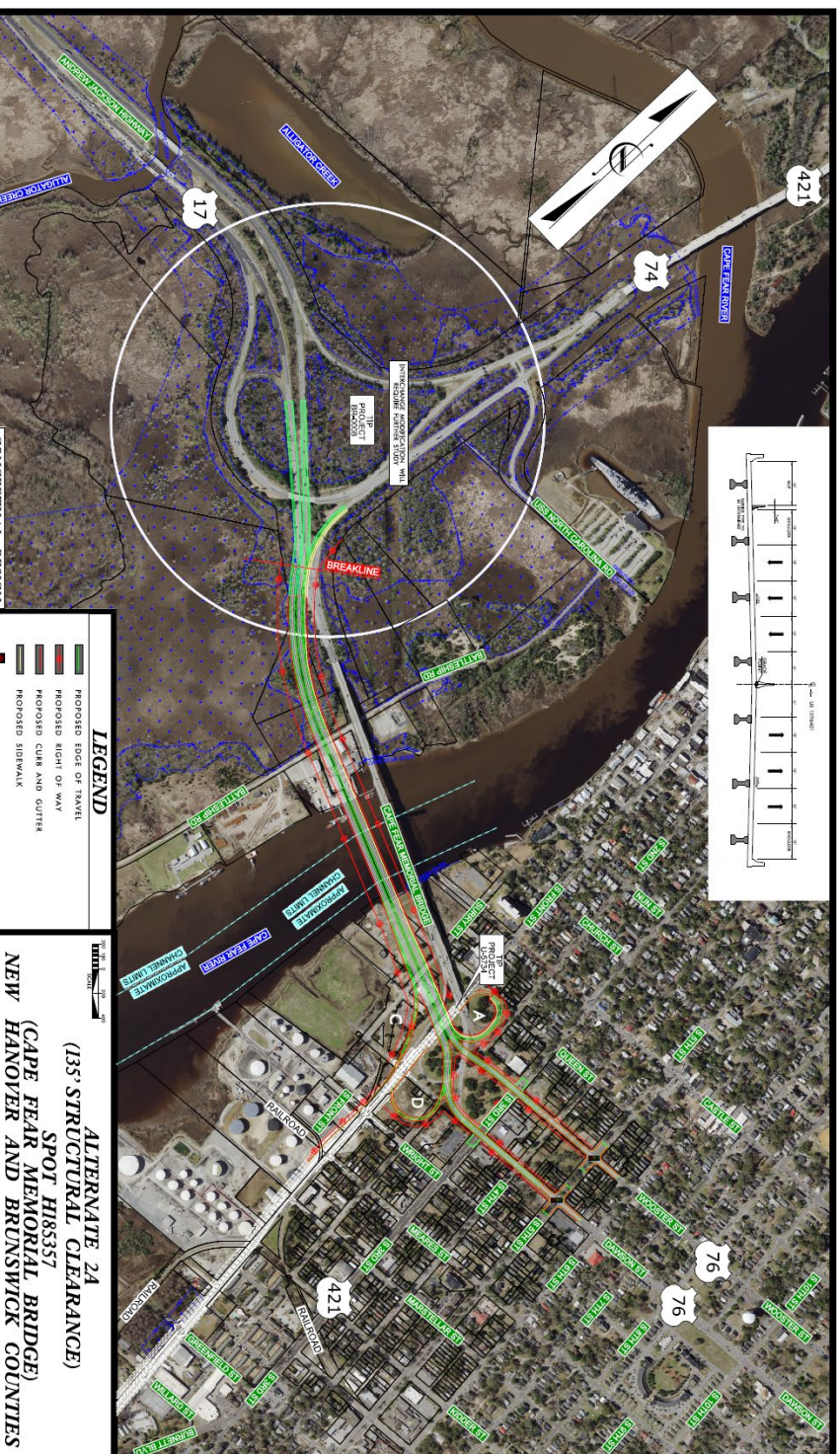
# The Need: Replace Aging Infrastructure

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



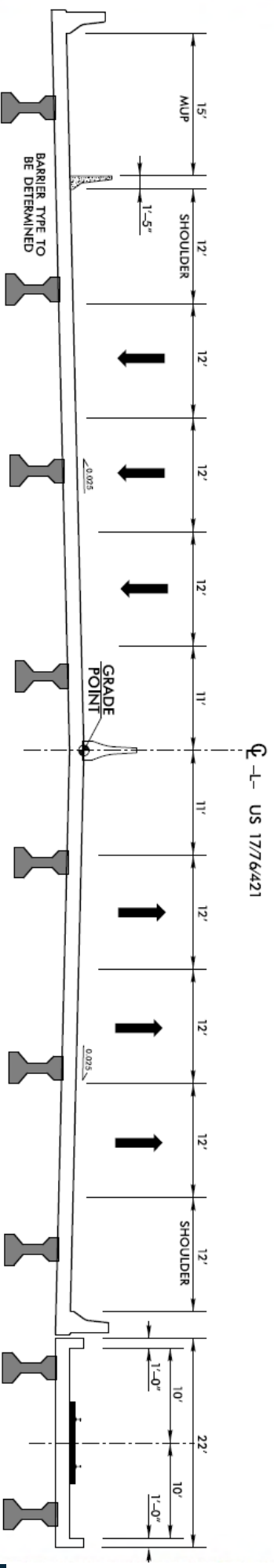
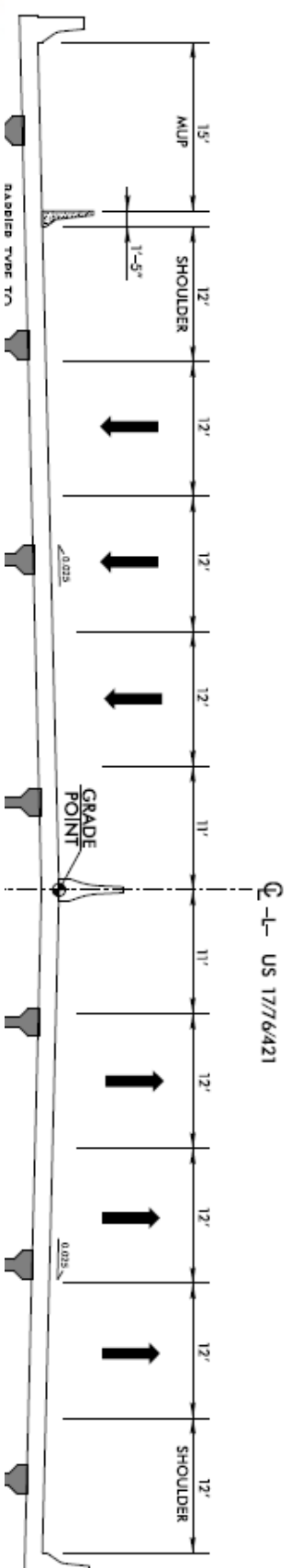
# Options For Replacement: Feasibility Study



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

# Feasibility Study Typical Sections

- 6-lane median -divided facility
- 15 ft. wide separated Multi -Use-Path (North Side)
- 12 ft. outside shoulders
- 12 ft. wide travel lanes
- 22 ft. wide median/inside shoulder
- Total Width: 135 ft. - 157 ft. (with rail)
- (current bridge is 54 ft. wide)



# Feasibility Study - Estimated Costs By Option

Option Number	Design Option	Construction Costs	Utility Relocation Costs	Right-of-Way Costs	Total Costs
Option 1	Fixed Span 65' Vertical Clearance	\$185.1 M	\$2.0 M	\$9.5 M	\$196.6 M
Option 2	Fixed Span 135' Vertical Clearance	\$213.6 M	\$2.0 M	\$30.1 M	\$245.7 M
Option 3	Movable Span 65' Vertical Clearance	\$475.7 M	\$2.5 M	\$9.5 M	\$487.7 M
Option 4	Movable Span with Railroad Component 65' Vertical Clearance	\$596.7 M	\$2.5 M	\$9.5 M	\$608.7 M

\* 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** such as the replacement of the Cape Fear Memorial Bridge is unlikely.



# An Opportunity: Unsolicited Proposal for a Public Private Partnership

Chris Werner, PE – Director, NCDOT Technical Services

Rodger Rochelle, PE – Chief Engineer, NCTA

# Public Private Partnership

## 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

# Unsolicited Proposal

## Things To Remember

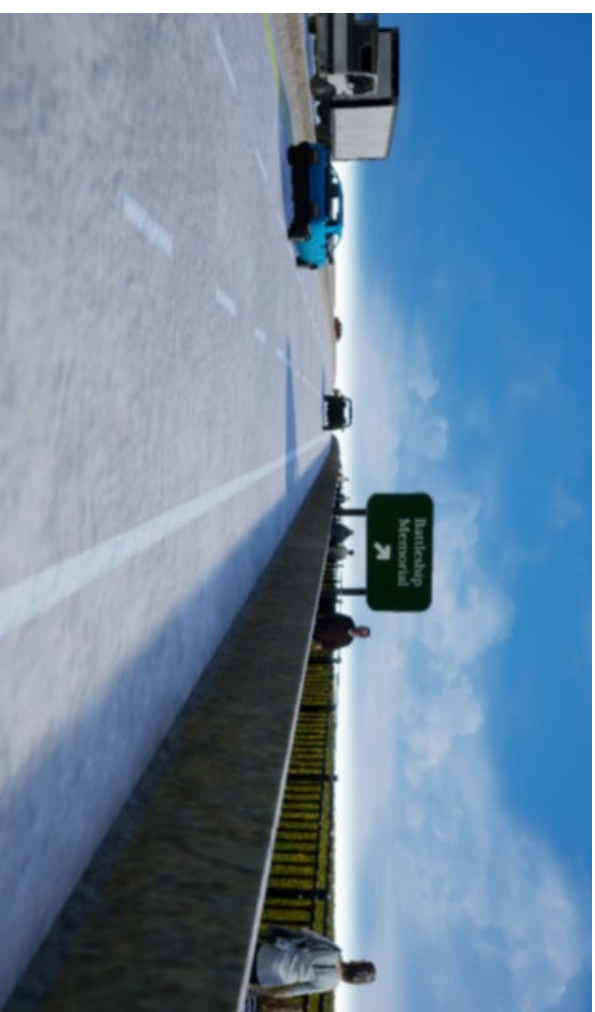
- This proposal is an idea, not an offer
- Proposal presumes items which may not be possible
- Proposal assumes a highly aggressive schedule

## 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 Exit Ramps

## 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

## Contract Term

- Five Year Schedule
- 50 Year Tolling Duration

## Team

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

## Tolling

- Minimize Toll Rates
- Provide Customer Service and Invoicing Services

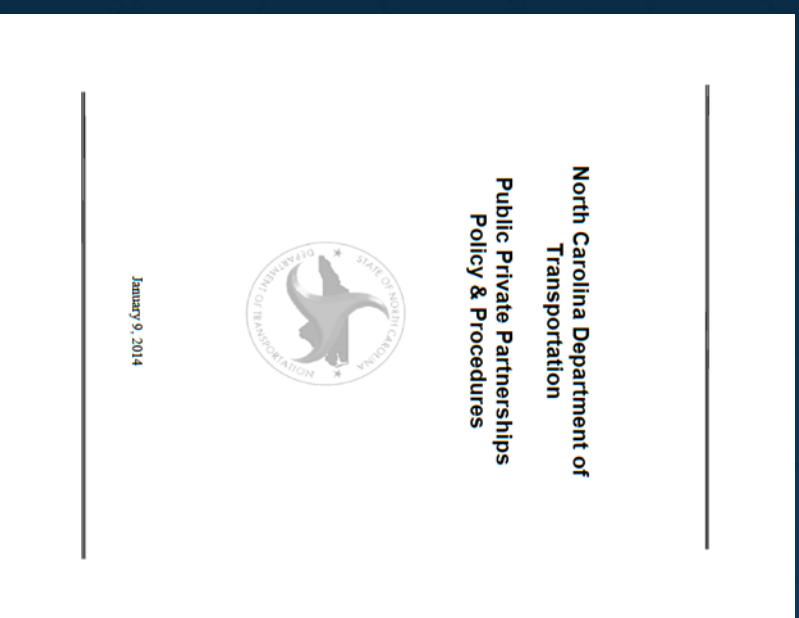
# Unsolicited Proposal – Summary of Benefits

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
- Project will be fully funded from day one
- Potential job creation
- Construction approach limits disruption to the community (current bridge remains open during construction)
- Low-maintenance structure with a design life of 75 to 100 years



# Unsolicited Proposal Process



## PPP Policy – Unsolicited Proposals

- Board adopted policy found [here](#)
- 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



# Public Private Partnerships Policy and Procedures for Disposition of Unsolicited Proposals

- ✓ **1** Proposer submits conceptual unsolicited proposal
- ✓ **2** NCDOT initial screening (legal allowances, technical, environmental, engineering, financial considerations)
- ✓ **3** NCDOT advises proposer on determination of proposal viability
- 4** Project development, preliminary design, STIP amendments, Etc.
- 5** Competitive PPP procurement process
- 6** Selection of successful proposer and execution of Comprehensive Agreement

# Applying PPP Model – Cape Fear Memorial Bridge

- Potential Timeline
- Areas of Risk
- Bonus allocation

# Possible Timeline – 3 Phases

Spring/Summer 2022



## Programming

- MPO Coordination and Resolution(s) of Support
- MPO Public Involvement and Pre-screening Assessment
- Sketch Level Traffic and Revenue Study
- Legislation
- WMPO and NCDOT (S)TIP Amendments
- Secure PE Funding

Winter 2023/24



## Planning & Preliminary Design

- S coping
- NEPA Documents
- Preliminary Design and Design Criteria
- Permitting

Fall 2024



## Procurement

- Advertisement and Pre-Bid Forums
- Shortlist
- Interactive Development of Comprehensive Agreement
- Selection of Best Value Proposal
- NCDOT Board and Local Government Commission Approval
- Legislative Reporting
- Commercial Close

# Areas of Potential Risk

## Financial

- Preliminary Engineering Funds
- Expenses Outpacing Milestones
- Bonus Allocation Uncertainty
- Competitive Pressure Unknown
- Lack of Plan of Finance Certainty
- No Surety of Success until after Notable Expenditures

## Delivery

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

## External Stakeholders

- Permitting and Regulatory Agencies
- Public Acceptance of Tolling
- Business Community Acceptance of Tolling
- Unknown Toll Rates During Planning
- Would Require Legislative Change(s) to Proceed
- USDOT Tolling Approval

# Bonus Allocation

NCGS 136 -189.11(f)(3)

- 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)
  - 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
- Maximum \$100 Million
- MPO or RPO must have funds authorized for projects within 5 years of Financial Close



# Next Steps

## Next Steps – If WMPO Desires

1

MPO Coordination and  
Resolution(s) of Support

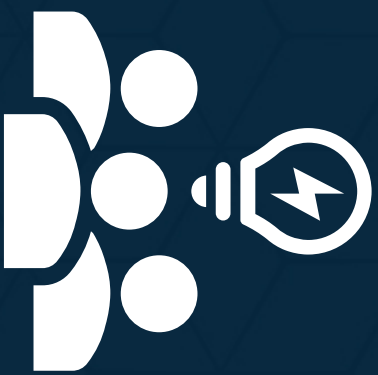
2

Continued Analysis

3

Prescreening  
Assessment

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



# Questions

## Preliminary Feedback





**WILMINGTON URBAN AREA**  
**MPO**  
**July 2021**

**PENDER COUNTY STREETS PLAN**

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

**Project Status and Next Steps:**

- Presentation of final plan recommendations to Planning Commission in 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 Descriptions/Scope:** The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 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 24<sup>th</sup>
- 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 2<sup>nd</sup>
- The project was re-bid on July 2<sup>nd</sup>

**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 6<sup>th</sup>
- A groundbreaking ceremony was held on November 20<sup>th</sup>
- 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 LANES**

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

##### **Project Status and Next Steps:**

- TIP number has been entered.
- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with 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 6<sup>th</sup>
- A groundbreaking ceremony was held on November 20<sup>th</sup>
- 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- 21<sup>ST</sup> 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



## Cape Fear Public Transportation Authority

Project Update

July 2021

### 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 4<sup>th</sup> 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

Project Manager		Contract T Committed		TIP	PO	Description	County	Utilities Move Forward	ROW Move Forward	SAP Let Date
Central	Raleigh		B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	Y	Y	7/20/2021	
Central	Raleigh		15bpr.19	WMPO	New Hanover 21 on US 76 over Banks Channel	New Hanover			7/20/2021	
Derek Pielech	DPOC		BP3.R004	WMPO	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	12/16/2021	
Trace Howell	DDRL	Yes	R-3300B	WMPO/CFRPO	Hampstead Bypass	New Hanover/ Pender	Y	Y	1/18/2022	
Central	Raleigh		15BPR.26	WMPO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover	Y	Y	1/18/2022	
Mike Bass	DPOC	Yes	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022	
Derek Pielech	DPOC		B-4590	WMPO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	Y	Y	4/21/2022	
Eric Murray	DPOC	Yes	U-5914	WMPO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick		Y	6/2/2022	
Rail Division	Rail	Yes	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover		Y	6/30/2022	
Eric Murray	DPOC		W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover			9/30/2022	
David Leonard	DPOC		W-5703E	WMPO	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover	ND		8/4/2022	
Trace Howell	DPOC		W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover			9/15/2022	
Eric Murray	DPOC		W-5703C	WMPO	Monkey Junction Pedestrain Improvements	New Hanover			11/17/2022	
Krista Kimmel	DDRL		U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover		Y	12/19/2023	
Brian Harding	DDRL	Yes	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024	
Lydia	DPOC		I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick			10/17/2024	
Central	Raleigh		B-5653	WMPO	Pender 14 on NC 133 over Turkey Creek	Pender			1/21/2025	
Lydia	DDRL		I-6039	WMPO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender			4/15/2025	
Mike Bass	DDRL	Yes	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025	
Lydia	DDRL		I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover			2/17/2026	
Trace Howell	DDRL	Yes	U-5792	WMPO	MLK at College	New Hanover			6/16/2026	
Trace Howell	DDRL	Yes	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y		9/15/2026	
Brian Harding	DDRL	Yes	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover			6/15/2027	
Brian Harding	DDRL	Yes	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover			5/16/2028	

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

PE Work Continuing	
Work Continuing for Updating Estimate Only	

Date Completed:

7/6/2021

PO:

WMPO

Contact:

Caitlin Marks

910-341-2001

cmmarks@ncdot.gov

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
DC00290	Kirsten Spirakis	New Hanover	New Hanover	I-40 at Exit 420 - GRP 2	Jul-21	83.8%
DC00291	Kirsten Spirakis		New Hanover, Pender	I-40 at Exit 420 - GRP 3	Dec-21	70.75%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	45.00%
DC00309	Daniel Jones	New Hanover	ILM Landscape Improvement - Available August 1		Dec-22	0
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Mar-23	52.85%

Resurfacing									
Contract			Routes			Estimated			
Contract Number	Year	County	Resident	MPO/RPO	Map		Completion	Percent Complete	
C204409	2021	Brunswick	Lydia McKeel	CFRPO/GSATS/WMPO	0	1 SECTION OF US-17, US-74/76, AND NC-130; AND 11 SECTIONS OF SECONDARY ROADS	Oct-22	0.00%	
DC00304	2021	Brunswick	Lydia McKeel	CFRPO/GSATS/WMPO	0	US 17, NC 904 & VARIOUS SECONDARY RDS.	TBD	0.00%	
DC00302	2021	New Hanover	Lydia McKeel	WMPO	0	New Hanover County Resurfacing - Avail May 2021	Jun-22	0.00%	
DC00294	2021	New Hanover	Lydia McKeel	WMPO	0	New Hanover County Resurfacing - Avail March 2021	22-Sep	0.00%	

Interactive Resurfacing Map can be found here: <https://ncdot.maps.arcgis.com/apps/dashboards/dfb3ddde51a4cf4ba6a6334a59806e1>



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

July 2021

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

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 9<sup>th</sup> 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.

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

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

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

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

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

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