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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.

**Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: February 23, 2018
SUBJECT: February 28th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, February 28th at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period
- 6) Presentation
 - a. Hampstead Bypass - Chad Kimes, NCDOT
 - b. Wilmington International Airport Update- Julie Wilsey, ILM
 - c. Section 5310 Elderly and Disabled Transportation Grant Program- Megan Matheny, Cape Fear Public Transportation Authority
- 7) Consent Agenda
 - a. Approval of Board Meeting Minutes- January 31, 2018 (p. 3-11)
 - b. Resolution approving 2018-2027 STIP/MTIP Modification #18-1 (p. 12-14)
 - c. Resolution approving the Wilmington Urban Area MPO's Local Input Methodology for Prioritization 5.0 (p. 15-22)
- 8) Regular Agenda
 - a. Resolution supporting the naming of the Cape Fear River Bridge on the I-140 Bypass in Brunswick County in honor of William M. Sue (p. 23)
 - b. Resolution Supporting the North Carolina Department of Transportation's recommendation for a Single Point Urban Interchange as the Preferred Alternative at Market Street/Martin Luther King Jr. Parkway (p. 24-25)
 - c. Resolution Supporting the North Carolina Department of Transportation's recommendation for a Grade Separated Quadrant Interchange as the Preferred Alternative at Military Cutoff Road/Eastwood Road (p. 26-27)

Wilmington Urban Area Metropolitan Planning Organization

9) Discussion

- a. Cape Fear Crossing- Toll Facility
- b. Independence Boulevard Extension
- c. Social Media Policy (p. 28-30)
- d. 2018 Legislative Agenda (p. 31-32)
- e. Feasibility Study for a connection between the Wilmington International Airport and Wilmington Multi-modal Transportation Center (p. 33)
- f. 2018-2027 STIP/MTIP Modification #18-2 (p. 34)
- g. 2018 River to Sea Ride and Additional Event
- h. MPO Bike/Pedestrian Committee Appointments
- i. April MPO Board Meeting

10) Updates

- a. MPO Staffing
- b. Crossing over the Cape Fear River (p. 35)
- c. Wilmington Urban Area MPO (p. 36-42)
- d. Wilmington Rail Realignment (p. 43-44)
- e. Wilmington Urban Area MPO's Metropolitan Transportation Plan
- f. Cape Fear Public Transportation Authority (p. 45-46)
- g. NCDOT Division (p. 47-56)
- h. NCDOT Transportation Planning Division (p. 57-58)

11) Announcements

- a. NCDOT's Public Transportation Statewide Strategic Plan Summit- March 21st
- b. WMPO Bike/Ped Committee Meeting- April 10th
- c. State Ethics Requirements- Due April 15th
- d. NCPTA Conference- April 23-25th

12) Next meeting –March 28, 2018

Attachments

- Board Meeting Minutes- January 31, 2018
- Proposed 2018-2027 STIP/MTIP Modification #18-1
- Resolution approving 2018-2027 STIP/MTIP Modification #18-1
- Wilmington Urban Area MPO's Local Input Methodology for Prioritization 5.0
- Resolution approving the Wilmington Urban Area MPO's Local Input Methodology for Prioritization 5.0
- Resolution supporting the naming of the Cape Fear River Bridge on the I-140 Bypass in Brunswick County in honor of William M. Sue
- Resolution Supporting the North Carolina Department of Transportation's recommendation for a Single Point Urban Interchange as the Preferred Alternative at Market Street/Martin Luther King Jr. Parkway
- Resolution Supporting the North Carolina Department of Transportation's recommendation for a Grade Separated Quadrant Interchange as the Preferred Alternative at Military Cutoff Road/Eastwood Road
- Social Media Administrative Policy (p.)
- 2018 Wilmington Urban Area Legislative Agenda Memorandum
- 2017 Legislative Agenda
- Feasibility Study for a connection between the Wilmington International Airport and Wilmington Multi-modal Transportation Center Memorandum
- Proposed 2018-2027 STIP/MTIP Modification #18-2
- Cape Fear River Crossing Update (February)
- Wilmington MPO Project Update (February)
- Wilmington Rail Realignment Update (February)
- Cape Fear Public Transportation Authority Update (February)
- NCDOT Division Project Update (February)
- NCDOT Transportation Planning Division Project Update (February)



Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, January 31, 2018

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Neil Anderson, City of Wilmington
Jonathan Barfield, Cape Fear Public
Transportation Authority
John Ellen, Town of Kure Beach
Hank Miller, Town of Wrightsville Beach
Charlie Rivenbark, City of Wilmington
Noreen Slattery, Town of Belville
Steve Shuttleworth, Town of Carolina Beach
Skip Watkins, New Hanover County
Frank Williams, Brunswick County
Eulis Willis, Town of Navassa

Others Present

Matt Nichols, WMPO Attorney, Smith Moore
Leatherwood PLLC
Karen Collette, Division Engineer, NCDOT
Mike Kozlosky, Executive Director, WMPO

1. Call to Order

Mr. Piepmeyer called the meeting to order at 3:04 p.m.

2. Conflict of Interest Reminder

Mr. Piepmeyer read the conflict of interest statement and asked if any members had a conflict with any item on the meeting agenda. No members reported having a conflict.

3. Approval of Board Members' Excused Absence

Mr. Kozlosky stated that Mr. Zimmer has requested to be excused from today's meeting.

Mr. Miller made a motion to excuse the absence of Mr. Zimmer. Mr. Rivenbark seconded the motion, and it carried unanimously.

4. Approval of Agenda

Mr. Kozlosky requested that the Board consider changing the sequence of presentations, moving Items 7c and 7d ahead of Item 7b.

Mr. Rivenbark made a motion to amend the agenda by changing the sequence of presentations, seconded by Mr. Miller, and the motion carried unanimously.

Ms. Batleman made a motion to amend the agenda to include an item not on the agenda. She requested that a discussion be held regarding resolutions adopted by Brunswick County and the Town of Leland to support the naming of the new bridge on the I-140 Bypass after former Brunswick County Chairman Bill Sue. Mr. Williams seconded the motion. Following a brief question/answer and discussion period, the motion carried unanimously.

Mr. Miller made a motion to approve the agenda as amended, seconded by Mr. Rivenbark, and the motion carried unanimously.

5. Election of Officers

Mr. Nichols conducted the election of Officers and opened the floor for nominations for the role of Chairman of the Board.

Mr. Watkins made a motion to nominate Mr. Piepmeyer for Chairman, seconded by Mr. Rivenbark.

Seeing no other nominations for Chairman, Mr. Nichols closed the floor, and the motion carried unanimously. He expressed appreciation to Mr. Piepmeyer.

Mr. Nichols then opened the floor for nominations for the role of Vice Chairman of the Board.

Mr. Williams made a motion to nominate Ms. Batleman, seconded by Mr. Miller

Seeing no other nominations for Vice Chairman, Mr. Nichols closed the floor, and the motion carried unanimously. He expressed appreciation to Ms. Batleman.

6. Public Comment Period

Ms. Mary Jo Phillips, 1097 Ashland Way, Leland, in Windsor Park spoke to the Board and expressed concerns regarding Highway 140 including the clearance of trees separating the highway from the neighborhood and the resulting increase in noise.

Ms. Debby Correa, 1011 Ashland Way, Leland, spoke to the Board and expressed concerns regarding illnesses caused by noise pollution. She commented that the 140 Bypass has disturbed the peace, quiet and safety of the neighborhood, and is too close to the homes. She requested an intervention such as a sound barrier.

Ms. Gail Johnson, 1100 Ashland Way, Leland, spoke to the Board and expressed concerns regarding Highway 140. She suggested that bushes such as arbor vitae be planted in the meantime for the safety, privacy and wellbeing of residents.

Mr. Andy Koeppel, P.O. Box 4443, Wilmington, spoke to the Board regarding Item 9f and expressed appreciation to staff for the efforts to provide options for a connection between the Multi-modal Transportation Center and Wilmington International Airport. He requested that \$50,000 be budgeted for a feasibility study on a rail connection or that the NC Rail Division conduct a study. He pointed out that a bus shuttle would be inadequate due to traffic concerns and the unlikelihood of it building ridership.

Mr. Charles Blanton, 2023 Pender Avenue/Carolina Place-Ardmore Neighborhood Association, Wilmington, spoke to the Board and expressed concerns regarding the lack of safety at the intersection of Market Street and 21st Street. He expressed the desire for a crossing signal and noted that the residents have raised money and would be willing to contribute to the improvement. He requested that the MPO and municipality review and update the MPO Market Street Road Diet based on current conditions.

Mr. Watkins requested that Mr. Blanton forward his request to the Board via e-mail.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky stated that there is a crosswalk but no signal at that location. One was installed at 3rd Street with questionable results, and another at Ashton Drive near the Point, which was hit and its parts could not be replaced. Since then, FHWA has done away with the rectangular rapid flashing beacons and has other

recommendations. He noted that NCDOT and the City considered a HAWK (High-intensity Activated crossWalk) signal at this location. He added that if the Board desires this could be considered for Surface Transportation Direct Attributable Program funding.

A brief question/answer and discussion period was held. Mr. Watkins inquired about a feasibility study for this crossing and expressed appreciation to Mr. Blanton.

Regarding the Winsor Park topic, Ms. Batleman stated that WMPO Board adopted a resolution last spring in support of identifying a way to assist residents of Windsor Park, and contacted the NCDOT's Chief Engineer.

Ms. Collette stated that the response was delayed due to a change in Chief Engineers in Raleigh. She read a memo from the Traffic Noise & Air Quality Group, Human Environment Section. It stated that the Date of Public Knowledge of the location and potential noise impacts of a proposed highway project found in the NCDOT Traffic Noise Policy is defined as the approval date of the project's final environmental document. She noted that this definition is taken from Federal Highway Administration rules, with which NCDOT must comply in order to receive federal funding.

Ms. Collette stated that according to the memo, NCDOT will consider no further noise impact identification or noise reduction measures for land that is developed after the project's Date of Public Knowledge. Subsequent new development occurs only through approval by the local government, and is the responsibility of agencies that regulate development. A question/answer and discussion period was held.

In response to an inquiry by Mr. Anderson, Ms. Collette stated that DOT would be glad to give an encroachment approval to any party willing to fund a wall. She noted that it would be more expensive on DOT property, and have to be certified by an engineer and meet DOT standards.

Mr. Williams requested the percentage of projects with an EI (Environmental Impact) document that are funded and constructed, and the timeframe between the EI and construction. Ms. Collette responded that the new Transportation Secretary has accelerated the timeframe. She added that zoning requirements could be changed to require a buffer.

Mr. Piepmeyer stated that any follow-up questions can be addressed to the Board via Mr. Kozlosky or to Ms. Collette.

Ms. Collette stepped out of the meeting to address further questions.

7. Presentations

a. Recognition of Former Chairman Gary Doetsch – 2018 Chairman

Mr. Piepmeyer expressed appreciation to Mr. Doetsch for his 12 years of service to the Board and awarded him with a plaque of appreciation.

Mr. Doetsch expressed appreciation to the Board, Mr. Kozlosky and WMPO staff.

Mr. Watkins expressed regret regarding the loss of Mr. Doetsch's leadership.

c. Update on Proposed Interchanges in the Wilmington Urban Area – Chad Kimes, NCDOT

Mr. Kimes gave an update on the proposed interchange projects in New Hanover County. He added that the 10-year program has been accelerated to a five-year program. He stated that the interchanges impact one another and must be studied together. He noted that roadway improvements on College Road from Gordon Road to Monkey Junction, Military Cutoff Road Extension, and Market Street are funded and must also be taken into consideration.

Mr. Kimes gave an overview of DOT's process for recommending a final alternate. He encouraged members to attend local officials and public input meetings on the proposed interchanges. He displayed examples of various alternates such as Single-Point Urban Interchanges (SPUI) and Quadrants. He gave an overview of current right-of-way and let dates, and estimated cost for each project, as follows:

Interchange	ROW Date	Let Date	Current STIP Cost
1. MLK Jr. Pkwy. & Market St.	10/18	2/20	\$38M-\$40M
2. MLK Jr. Pkwy. & Kerr Ave.	5/18	12/19	\$23M
3. MLK Jr. Pkwy. & College Rd.	10/21	6/24	\$26M
4. College Rd. & Oleander Dr.	10/21	6/24	\$55M
5. College Rd. & Carolina Beach Rd.	10/21	6/24	\$25M
6. Eastwood Rd. & Military Cutoff Rd.	FY20	9/21	\$26M

A question/answer and discussion period was held.

Mr. Piepmeyer reminded members that it is the mission of the Board to bring such information to each jurisdiction and suggested that this presentation be given to their boards.

Mr. Anderson made a motion to add a resolution to the Board's February meeting agenda in support of DOT's recommendations for the proposed interchanges at Military Cutoff Road and Eastwood Road, and Market Street and Martin Luther King Jr. Parkway. Mr. Barfield seconded the motion.

Mr. Anderson pointed out that the City has set aside funds for aesthetic enhancements to these interchanges.

Following further discussion, the motion carried unanimously.

d. Independence Boulevard Extension – Chad Kimes, NCDOT

Mr. Kimes gave an update on the extension of Independence Boulevard from Randall Parkway to MLK Jr. Parkway:

Project	ROW Date	Let Date	Current STIP Cost
Independence Blvd. Extension	4/22	8/25	\$150M

Mr. Kimes pointed out that the current State Transportation Improvement Program (STIP) cost is divided almost equally between right-of-way acquisition and construction

costs. He gave an overview of project goals, which include providing a north-south corridor, improving traffic flow and capacity, and congestion relief to Kerr Avenue, College Road, and Market Street as well as creating an urban loop potentially with the Cape Fear Crossing.

Mr. Watkins expressed concerns regarding the impacts to homeowners. Mr. Barfield concurred and pointed out that the homes in this area do not keep up with the market.

Mr. Kozlosky responded that this concern would be brought back for further discussion.

Mr. Kimes provided a forecast of build/no build scenarios for current and 2040 daily traffic volumes. He noted that resolutions were adopted in 2014 and 2015 by the City of Wilmington and the MPO, supporting the design of an at-grade facility; but opposing an elevated facility. He noted that CSX responded in 2017 that it was opposed to any at-grade option from operational and safety standpoints and the exposure index was 2.8 times the threshold.

Mr. Kimes gave an overview of three alternatives with various elevations, and two new options with bridging to minimize the effects and avoid 30-foot berms. He pointed out that the increased cost for structures may reduce right-of-way costs, which have yet to be calculated. He displayed renderings of the proposed structures over Darlington Avenue and Hurst Street.

b. Compensation Analysis Findings and Recommendations – Priya Patel, CAI

Mr. Kozlosky stated that with staff turnover, the Board requested a compensation and market analysis of the organization. He noted that staff hired CAI (Capital Associated Industries), a Human Resources firm.

Ms. Patel gave an overview of the study, and its findings and recommendations. She noted that about 15 MPOs were provided as peer organizations for comparison, and a little more than half participated. She added that compensation and salary ranges were reviewed as well as employee data relevant to findings. She explained that the market rate is the median or 50th percentile and the preferred compa-ratio (employee's current salary divided by the current market rate) range is 0.9 to 1.1 (90% to 110% of market rate).

Ms. Patel reported that on average, the WMPO is in line with the market. She noted however that certain pockets of individuals or jobs exists that are either above or below market. She pointed out that although pay for the Executive Director is okay, banding is at the lower end. She recommended that based on market research, the pay range be upgraded to an E10 (from an E8). She noted that some positions that report to this position are in the same grade.

Ms. Patel stated that although the Accountant position is correctly banded as an E4, there may be an opportunity to focus on increasing pay gradually. She added that market data suggested a lower rate of pay for the Senior Transportation Planner. However, considering the skill set and length of time to fill the role, Ms. Patel proposed the salary be increased to the low \$70,000s.

Ms. Patel stated that Senior Project Engineer is in line with the market. However, she recommended focusing on the individual in the role and increasing pay gradually. She added that although the Associate Transportation Planners are paid in line; one data point may be skewing the overall pay for these individuals. She noted that CAI's data for the GIS Analyst came in slightly higher than what is banded currently; but no change is recommended given the importance of the role and the individual in the role.

Ms. Patel commented that it's important to triangulate data points with the role's importance internally and to the region. She commented that the region is scrambling for Senior Transportation Planners. A question/answer and discussion period was held.

Mr. Kozlosky expressed concerns regarding the constraints of the City budget and filling positions based on available money. He noted that the City often budgets at the low end of the position. He requested funds to cover staff turnover and moving expenses, which have been included in the UPWP (Unified Planning Work Program). He advised that it will be necessary to amend the UPWP if the Board desires to add the recommendations of the study.

In response to an inquiry by Mr. Piepmeyer, Mr. Kozlosky estimated the additional amount to be \$20,000 with \$16,000 from federal and the rest to be spread among member jurisdictions. He estimated that the City's cost at \$1,685 and Brunswick County's at \$144, for example.

Following a question/answer and discussion period, Mr. Shuttleworth made a motion to upgrade the pay range of the Executive Director from E8 to E10.

In response to an inquiry by Mr. Shuttleworth, Mr. Kozlosky requested an increase in the starting salary of the Senior Transportation Planner.

Mr. Shuttleworth suggested that Mr. Kozlosky put it in the budget.

Following further consideration, Mr. Anderson seconded the motion and it carried unanimously.

e. Wilmington Metropolitan Transportation Plan Update – Abby Lorenzo, Jason O'Brien and Michael Madsen, WMPO

Mr. Kozlosky stated that staff has been working with the Citizens Advisory Committee (CAC) to advance the 2045 Metropolitan Transportation Plan (MTP).

Ms. Lorenzo reported the top pick for colors and name of the plan. She noted that the CAC also participated in an exercise to draft a visioning statement and goals.

Mr. O'Brien gave members an overview of the public outreach process. He noted that the first phase would solicit public input from April to July through a variety of means including a dedicated website with an online commenting tool, and enhanced social media efforts. He added that the kickoff event is planned for April 3, 2018 at the Northeast Branch of the NHC Public Library. He noted that the second phase would present a draft plan for public comment.

Mr. Madsen gave an overview of the online commenting tool, a crowdsourcing map, and provided a demonstration of it. He displayed a QR scan code for quick linking access to the site via smart phones. He encouraged members to promote the tool.

Mr. Kozlosky stated that this tool will also be useful at public meetings to provide comments in place of paper surveys.

Ms. Collette and Mr. Miller left the meeting.

8. Consent Agenda

- a. Approval of WMPO Board Meeting Minutes – November 29, 2017**
- b. Opening of the 30-day public comment period for the FY 19 Unified Planning Work Program**
- c. Opening of the 30-day public comment period for 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Amendment #18-1**
- d. Resolution adopting Targets for Safety Performance Measures for the Wilmington Urban Area MPO**

Ms. Batleman made the motion to approve Consent Agenda Items 7(a) through 7(d).

Mr. Rivenbark seconded the motion and it carried unanimously.

9. Discussion

a. Direct Attributable Programs

Ms. Kimes stated that the biggest change would be creating a five-year plan with the first two years of the program similar to a STIP. She noted that questions included adding feasibility studies, how to move projects along, and how to handle Wave Transit's funding if modal target categories are removed. She added that the new process would not start until Fiscal Year 2019.

Ms. Batleman stated that her Town Manager and Economic Development and Planning Director met with Ms. Kimes. She noted that they agreed with the changes; but suggested establishing a minimum project value of \$1 million due to complex federal requirements. She added that the estimated cost of the of one-mile long, eight-foot-wide asphalt path on Old Fayetteville Road is approaching \$2.5 million and will take three years to build, when it could have been accomplished by the town at a fraction of the cost.

Ms. Kimes pointed out that the project would have been complicated by its occupation of DOT right-of-way. She noted staff's recommendation that the TCC form a subcommittee to discuss such concerns.

Ms. Slattery expressed concerns regarding the impact of such a minimum on smaller jurisdictions.

Following further discussion, Mr. Kozlosky clarified that staff is requesting support to move away from an annual call for projects and go to a five-year plan.

Mr. Miller made a motion to approve the going to a five-year program, seconded by Ms. Batleman, and the motion carried unanimously.

Mr. Kozlosky proposed to move the discussion on the Social Media Policy, the Cape Fear Crossing – Toll Facility; the Feasibility Study for a Connection Between the Wilmington International Airport and Wilmington Multi-modal Transportation Center; and the MPO Bike/Pedestrian Committee Appointments to the next meeting.

Mr. Williams made a motion delay discussion on Items 9b, 9c, 9f and 9g to the next meeting. Mr. Miller seconded the motion and it carried unanimously.

e. Wilmington Urban Area MPO's Draft Prioritization 5.0 Local Input Methodology

Mr. Kozlosky reminded the Board that it is required to submit a local input methodology for the State to review. He noted that the board adopted local input methodology for Prioritizations 3.0 and 4.0. For Prioritization 5.0, he proposed to replace the ambiguous multi-modal criteria with the requirement that projects be included in the MPO's strategic business plan as a substitute criteria. He added that the local input methodology would be submitted to the state for review and comment, and be returned for adoption by the Board.

h. Naming of the New I-140 Bridge in Honor of Former Commissioner Bill Sue

Mr. Willis made a motion to table this Item, seconded by Mr. Rivenbark.

Mr. Williams stated that Brunswick County and the Town of Leland have both passed resolutions in support of this item.

Mr. Willis stated that the bridge is located in Navassa and requested the opportunity to submit a name.

In response to an inquiry by Mr. Rivenbark, Mr. Williams stated that Brunswick County has already applied to NCDOT and approved funding of the signs at its last meeting. He noted that it's up to NCDOT.

Mr. Barfield suggested that the Town of Navassa be considered.

Ms. Batleman stated that Mr. Sue put significant effort into the I-140 Bypass.

Following further consideration, Mr. Piepmeyer called the question and the motion carried unanimously.

10. Updates

Mr. Kozlosky stated that the Senior Transportation Planner position closed Sunday night. He noted that the new Project Engineer starts March 5th. He added that the TDM Coordinator position will be advertised shortly.

Ms. Batleman inquired about the status of the repair on the deck on the Cape Fear Memorial Bridge. Mr. Kozlosky stated that an update would be sought and given to the Board.

11. Announcements

Mr. Piepmeyer stated that the next meeting of the MPO Board would be February 28, 2018.

12. Adjournment

With no further business, the meeting was adjourned at 5:54 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**

Proposed Revisions to 2016-2025 STIP/MTIP and 2018-2027 STIP/MTIP Programs

STIP/MTIP Modifications # 18-1 (January 2018)

* R-5783 BRUNSWICK DUPLIN NEW HANOVER ONslow PENDER SAMPSON PROJ.CATEGORY DIVISION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD CONSTRUCTION IN FY 18 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2018 - \$800,000 (TAP) FY 2018 - <u>\$200,000</u> (O) \$1,000,000
R-3300A NEW HANOVER PENDER PROJ.CATEGORY REGIONAL	.US 17, US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210. <u>ACCELERATE RIGHT-OF-WAY FROM POST YEAR TO FY 18 SO THAT PROPERTY ACQUISITION CAN BEGIN THAT WILL MINIMIZE POTENTIAL CORRIDOR MAP ACT LAWSUITS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2018 - \$16,530,000 (T) FY 2019 - \$16,530,000 (T) POST YR- \$500,000 (T) POST YR- <u>\$113,000,000</u> (T) \$146,560,000
R-3300B PENDER PROJ.CATEGORY REGIONAL	US 17, NC 210 TO US 17 NORTH OF HAMPSTEAD. <u>ACCELERATE RIGHT-OF-WAY FROM FY 19 TO FY 18 DUE TO COMPLETION OF DESIGN PLANS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2018 - \$14,658,000 (T) FY 2019 - \$14,658,000 (T) FY 2019 - \$500,000 (T) FY 2021 - \$20,400,000 (T) FY 2022 - \$20,400,000 (T) FY 2023 - \$20,400,000 (T) FY 2024 - <u>\$20,400,000</u> (T) \$111,416,000

U-5732	US 17, SR 1582 (WASHINGTON ACRES ROAD) TO	RIGHT-OF-WAY	FY 2018 - \$4,724,000 (T)
PENDER	SR 1563 (SLOOP POINT LOOP ROAD). CONVERT	UTILITIES	FY 2018 - \$567,000 (T)
REGIONAL	TO SUPERSTREET.	CONSTRUCTION	FY 2021 -\$12,550,000 (T)
PROJ. CATEGORY	<u>COST INCREASE EXCEEDING \$2 MILLION AND</u>		FY 2022 - <u>\$12,550,000</u> (T)
	<u>25% THRESHOLDS</u>		\$30,391,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING MODIFICATION #18-1 TO THE
2018-2027 STATE /METROPOLITAN 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 2018-2027 State Transportation Improvement Program on August 3, 2017 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/Metropolitan Transportation Improvement Programs on August 30, 2017; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2018-2027 State/Metropolitan Transportation Improvement Programs for Modification #18-1.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2018-2027 State/Metropolitan Transportation Improvement Programs for Modification #18-1.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 28, 2018.

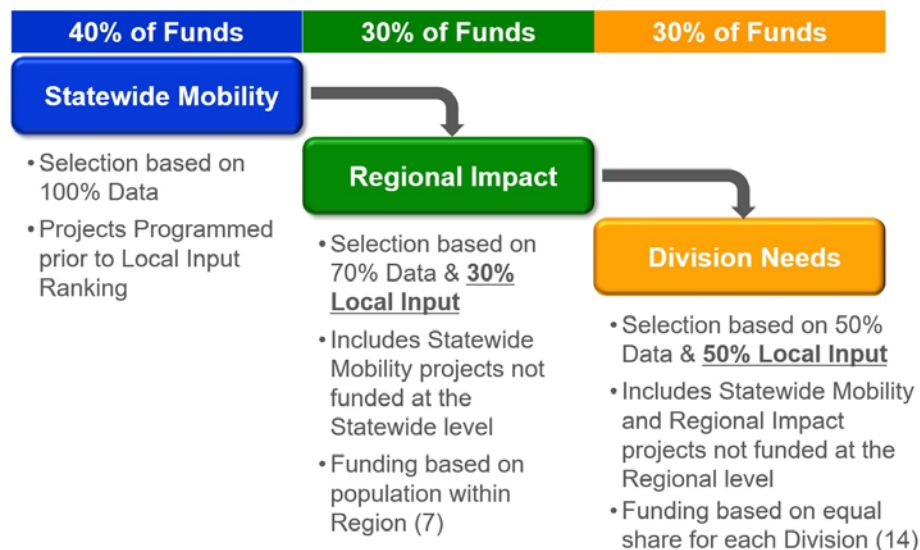
David Piepmeyer, Chair

Mike Kozlosky, Secretary

Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data driven process called Prioritization. The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 5.0 (P 5.0) 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 new 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 5.0.

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 level of criteria is listed below:

Statewide Level (40% of total revenue funding)

- Projects of statewide significance will receive 40% of the available revenue funding.
- The project selection process will be 100% data-driven/quantitative scoring.

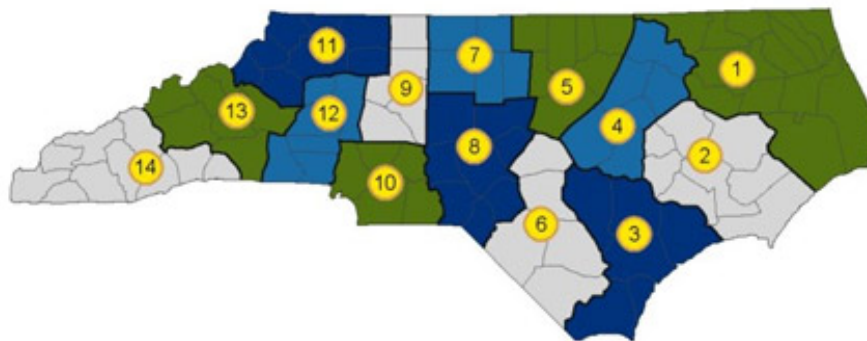
Regional Level (30% of total revenue funding)

- Projects of regional significance will receive 30% of the available revenue funding based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.
- 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.

Division Level (30% of total revenue funding)

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue funding shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
- The 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 P5.0 Workgroup.

Description of Criteria and Weights

While developing the Cape Fear Transportation 2040 Transportation Plan, the Wilmington Urban Area MPO's Board utilized a prioritization process for evaluating projects identified in the plan. Projects included in Cape Fear Transportation 2040 have been prioritized for a limited amount of funding from the fiscally-constrained funding sources. The MPO used both quantitative (objective) and qualitative (subjective) information to determine which projects represented the greatest need to match available funding sources within its boundaries. Members of the general public, elected officials, subject matter experts and planning technicians within the Wilmington Urban Area submitted project proposals for 6 modes of transportation – Aviation, Bicycle and Pedestrian, Ferry and Water Transportation, Freight and Rail, Mass Transportation, and Roadways.

All projects were evaluated using goals and objectives identified for each mode. A ranked list of projects was then used as the basis for the fiscal constraint analysis determining which projects could receive a portion of the anticipated funding in this region between 2015 and 2040.

The MPO proposes to utilize the following as evaluating criteria in assigning the local input points: the Prioritization 5.0 Quantitative Score, Wilmington MPO's Prioritization 4.0, Consistency with Plans, Status of Project in Development, and Inclusion in Adopted Strategic Business Plan. The WMPO will use the quantitative P 5.0 scores from NCDOT as part of the prioritization process as well as to guide the Board in the assignment of local input points.

The Local Input is the priority of the project as ranked by the Technical Coordinating Committee (TCC) and MPO Board. The Board will review and approve a final prioritized list of projects for submission to SPOT. A matrix will be used to develop the draft Local Input points. Below please find an example of this matrix:

	Prioritization 5.0 Quantitative Score	Wilmington MPO's Prioritization 4.0	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

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

Prioritization 4.0 Points- the amount of local input points the project received during the Prioritization 4.0. This could range from 100 to 0.

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 – On February 22, 2017, The MPO’s Board adopted the 2017-2021 Strategic Business Plan. This plan highlights the Board’s top targets, objectives, and strategies. This criterion will award points to projects named within the adopted 2017-2021 Strategic Business Plan. Projects will be assigned points as follows:

- Project included in the adopted 2017-2021 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 is a carryover from Prioritization 4.0, was awarded 50 local points, and recently received a Prioritization 5.0 quantitative score of 56.8. The project is in the design phase and is a supported project within the current adopted MTP. The project is not included in the currently adopted 2017-2021 Strategic Business Plan.

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

	Prioritization 5.0 Quantitative Score	Wilmington MPO's Prioritization 4.0	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X	56.8	50	100	50	0	356.8

Each MPO, RPO and NCDOT Division Engineer is allowed to assign local input points that will be used by NCDOT in ranking and scoring each project. The Wilmington MPO will be able to assign up to 1,500 total local input points for each funding category (**1500 for Regional Impact and 1500 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The top **fifteen** scoring projects will be assigned 100 points each from the Wilmington MPO, regardless of mode. The WMPO Board reserves the right 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 fifteen projects. In these instances, justification and/or rationale shall be given at a advertised, open meeting of the MPO Board.

Schedule and Public Outreach

The Wilmington Urban Area MPO adopted the most recent Public Involvement Policy on January 25, 2017 and is located [here](#) on the MPO's website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington Urban Area MPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The Wilmington Urban Area MPO will utilize this adopted policy to solicit comments on the "draft" Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at Board meetings, and the draft project ranking and scorings being posted on the MPO's website. Both efforts will help the MPO to solicit public comments by way of verbal comments at a public meeting or comments received through mail or email. Following the closing of the public participation process, staff will review any comments received with the TCC and the Board. All public comments received, local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington Urban Area MPO's website at www.wmpo.org until after the adoption of the final STIP/MTIP by the Board of Transportation.

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 then conduct a public outreach effort. Following the public outreach effort, the MPO will review with the TCC and the Board any comments received during the public participation process. 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 then 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 Process Schedule 2017-2018

- The Board Reviews Existing Projects, Project Modifications and Intersection/Interchange Projects June-August 2017
- New Project Submittals to NCDOT September 2017
- The Board Adopts FINAL Local Input Methodology February 2018
- The Board Approves “DRAFT” Project Ranking and Scoring April 2018
- Conduct MPO Public Input Process May 2018
- The Board Approves Final Project Ranking and Scoring June 2018
- Submit Scored Projects to NCDOT June-October 2018
- NCDOT releases Draft 2020-2029 STIP/MTIP January 2019

Point Assignment Process

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

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

Local Input Point Criteria

	Prioritization 5.0 Quantitative Score	Wilmington MPO’s Prioritization 4.0	Consistency with Plans	Status of Project in Development	Inclusion in Adopted Strategic Business Plan	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X						

Local Input point Assignment Results

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

Material Sharing

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

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE WILMINGTON URBAN AREA MPO'S LOCAL INPUT
METHODOLOGY FOR PRIORITIZATION 5.0**

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 levels; and

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

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

WHEREAS, the Wilmington Urban Area MPO has developed local input methodology to meet the requirements of Session Law 2012-84 (Senate Bill 890) for Prioritization 5.0.

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 5.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 28, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NAMING OF THE CAPE FEAR RIVER BRIDGE ON I-140
IN BRUNSWICK COUNTY IN HONOR OF WILLIAM M. SUE**

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, William M. Sue was born and raised in Leland in northern Brunswick County and is a current resident; and

WHEREAS, William M. Sue served 18 years on the Brunswick County Board of Commissioners, serving as its Chairman for five of those years, and also served on the Brunswick County Board of Education for eight years prior to his terms on the Board of Commissioners; and

WHEREAS, during his very first term as a County Commissioner, William M. Sue made a presentation to the North Carolina Board of Transportation requesting that I-140 (then known as the Wilmington Bypass) be completed as soon as possible; and

WHEREAS, William M. Sue was an active member of the Transportation Advisory Committee for the Wilmington Urban Area Metropolitan Planning Organization and continually advocated for construction of I-140 in northern Brunswick County; and

WHEREAS, William M. Sue was honored by becoming a Member of the Order of the Long Leaf Pine in 2011; and

WHEREAS, William M. Sue has been a tireless advocate for the needs of the people of Brunswick County, serving in numerous other public and civic organizations over the decades; and

WHEREAS, William M. Sue has been nominated for consideration by NCDOT to have a section of I-140 in Brunswick County named in his honor.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests that the North Carolina Department of Transportation name the Cape Fear River Bridge on I-140 in Brunswick County in honor of William M. Sue.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 28, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION'S RECOMMENDATION OF A SINGLE POINT URBAN
INTERCHANGE AS THE PREFERRED ALTERNATIVE AT MARKET STREET AND
THE MARTIN LUTHER KING JR. PARKWAY**

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 Wilmington Urban Area Metropolitan Planning Organization Board adopted the Cape Fear Transportation 2040 Plan on November 18, 2015; and

WHEREAS, the Cape Fear Transportation 2040 Plan identifies the construction of a flyover at Market Street and Martin Luther King Jr. Parkway as a fiscally constrained project in the adopted plan; and

WHEREAS, the project was submitted for consideration in NCDOT's Prioritization 4.0 process; and

WHEREAS, the project has been identified for funding for construction beginning in FY 2020 in the adopted 2018-2027 State/Metropolitan Transportation Improvement Programs; and

WHEREAS, the current estimated cost for these improvements range from \$38 million to \$41 million; and

WHEREAS, the North Carolina Department of Transportation held a public meeting on December 7, 2017 in which the Department presented 3 alternatives; and

WHEREAS, based on the capacity analysis, public comments, impacts to wetlands and the environment, and property impacts the North Carolina Department of Transportation recommends the construction of a Single Point Urban Interchange at this location; and

WHEREAS, on January 31, 2018 the North Carolina Department of Transportation presented their recommendation to the MPO Board.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's recommendation of a Single Point Urban Interchange as the preferred alternative at the intersection of Market Street and the Martin Luther King Jr. Parkway.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 28, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION'S RECOMMENDATION FOR A GRADE SEPARATED
QUADRANT INTERCHANGE AS THE PREFERRED ALTERNATIVE AT MILITARY
CUTOFF ROAD AND EASTWOOD ROAD**

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 Wilmington Urban Area Metropolitan Planning Organization Board adopted the Cape Fear Transportation 2040 Plan on November 18, 2015; and

WHEREAS, the Cape Fear Transportation 2040 Plan identifies the construction of an interchange at Military Cutoff Road and Eastwood Road as a fiscally constrained project in the adopted plan; and

WHEREAS, the project was submitted in NCDOT's Prioritization 4.0 process; and

WHEREAS, the project was identified for funding for right of way acquisition in Fiscal Years 2019 and 2020 and construction in Fiscal Years 2022, 2023 and 2024 in the adopted 2018-2027 State/Metropolitan Transportation Improvement Programs; and

WHEREAS, the current right of way date is Fiscal Year 2020 with an anticipated let date for construction of September 2021; and

WHEREAS, the current State Transportation Improvement Program cost is \$25.8 million; and

WHEREAS, the North Carolina Department of Transportation evaluated 8 potential at-grade and grade separated alternatives; and

WHEREAS, the North Carolina Department of Transportation held a public meeting in August 2017 in which the Department presented 2 alternatives; and

WHEREAS, as a result of the public meeting and additional analysis, the Department developed a Grade Separated Quadrant Interchange design as an additional alternative; and

WHEREAS, based on the findings of additional analysis, the Department recommends the construction of a Grade Separated Quadrant Interchange at this location; and

WHEREAS, on January 31, 2018 the North Carolina Department of Transportation presented their recommendation to the MPO Board.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's recommendation for a Grade Separated Quadrant Interchange as the preferred alternative at Military Cutoff Road and Eastwood Road.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 28, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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MEMORANDUM

TO: Board Members
FROM: Josh Lopez, Associate Transportation Planner
DATE: October 12, 2016
SUBJECT: **Social Media Administrative Policy**

Social media outlets allow the Wilmington Urban Area Metropolitan Planning Organization (WMPO) to provide instantaneous information to citizens on public meetings, community events, and when developing projects and plans. Furthermore, they create a location for citizens to engage with the WMPO by asking questions, providing feedback and their opinions, and to solicit other citizens' participation in the same manner. The WMPO may use social media tools to supplement their public participation efforts and reach additional audience members. The Social Media Administrative Policy provides an overview for utilizing social media outlets and guidelines for social media comments.

Social Media Outlets

Social media outlets may be used are (but not limited to): Facebook, Twitter, and Instagram.

Social Media Outlet	Description
Instagram	Communicate with “followers” through a series of photos taken through mobile devices. Photos are edited using “filters,” a photo editing tool used to enhance the picture. <i>Handle – wilmingtonmpo</i>
Facebook	Social networking website that allows registered users to create profiles, upload photos and video, send messages and keep in touch with “friends” and events. <i>Page – Wilmington Urban Area MPO; @wilmingtonmpo</i>
Twitter	Social networking microblogging service that allows registered members to broadcast short posts, “tweets.” Twitter members can broadcast tweets and follow other users' tweets. Constrains tweets to 140 characters <i>Handle - WilmingtonMPO</i>

Social media outlets may be utilized to:

- Share and post articles from other agencies, media, and blogs;
- Demonstrate the development of transportation projects and plans;
- Share and post pictures of projects currently in progress, future projects, and completed projects;
- Post/tweet links for online surveys, public meetings (location/times), community events where information booths will be made available, contact information for those soliciting feedback; and
- Respond to tweets/posts from citizens when seeking information.

The WMPO will monitor, examine and evaluate the effectiveness of social media outlets using analytical data, including (but not limited to): the number of followers/friends, retweets and mentions, shared links, or site traffic. The WMPO may develop a guidance document and evaluation strategy for each social media outlet.

Social Media Comments

We welcome you and your comments!

The purpose of our social media accounts is to present matters of public interest in the WMPO planning area and receive feedback from its many residents, businesses and visitors. We encourage you to submit your questions, comments, and concerns, but please note this is a moderated online discussion site and not a public forum.

We recognize the web is a 24/7 mechanism, and your comments are welcome at any time. However, given the need to manage our staff resources, we generally only monitor comments and postings during regular business hours.

Once posted, the WMPO **reserves the right to delete any or all submissions**. Reasons for deletion may include:

- Vulgar language;
- Personal attacks of any kind;
- Comments or content that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, genetics, status with regard to public assistance, national origin, physical or intellectual disability or sexual orientation;
- Spam or links to other sites;
- Clearly off topic;
- Advocate illegal activity;
- Promote particular services, products, or political organizations;
- Infringe on copyrights or trademarks;
- Personally identifiable medical information; or
- Information that may compromise the safety, security or proceedings of public systems or any criminal or civil investigations.

If there are repeated violations, then the WMPO will ban participation on platforms that permit organizations to ban users. Please note that the comments expressed on these sites do not reflect the opinions and position of the WMPO, member jurisdictions, board/committee members or its officers and employees. Furthermore, use of these social media sites by ‘liking’, ‘friending’, ‘following’ and/or other means of connecting with sites, pages, or people, by the WMPO does not constitute endorsement.

If you have any questions concerning the operation of this online moderated discussion site, please contact the WMPO at wmpo@wilmingtonnc.gov.

YouTube disclaimer:

The WMPO is not responsible for the content provided on "related" and "promoted" videos that are accessible from the WMPO’s YouTube channel. All viewers should note that these related videos and comments expressed on them do not necessarily reflect the opinions and position of the WMPO, member jurisdictions, board and committee members, or its officers and employees.



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MEMORANDUM

TO: Board members

FROM: Mike Kozlosky, Executive Director

DATE: February 23, 2018

SUBJECT: 2018 Wilmington Urban Area MPO Legislative Agenda

The Wilmington Urban Area Metropolitan Planning Organization adopts a Legislative Agenda to provide a position and direction on legislative issues. Included in the agenda packet is the adopted Wilmington Urban Area MPO's 2017 Legislative Agenda.

In addition to these items, the Technical Coordinating Committee (TCC) recommended the Board consider a position on the Ferry report "Reducing Off-Season Crossings, Adjusting Fares, and Using Partnerships Can Improve Ferry Division Efficiency" and on road improvements adjacent to schools.

LEGISLATIVE AGENDA

FEDERAL AND STATE PRIORITIES

2017

**TRANSPORTATION FINANCING**

The Wilmington Urban Area MPO (WMPO) supports prioritization and funding for local transportation and infrastructure projects and the exploration of new transportation and infrastructure revenue sources to address the growing needs of the state and the nation including, but not limited to road, bridges and highway projects, public transportation, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.

**OPPOSITION TO THE TRANSFER OF STATE ROAD MAINTENANCE**

The WMPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments, and weaken or dismantle municipal Powell Bill street maintenance funding.

**MOPED LEGISLATION**

The WMPO supports the North Carolina Department of Transportation's policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and to pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.

**CORRIDOR PRESERVATION**

The WMPO requests the North Carolina General Assembly identify techniques and continue the support of corridor protection that is vital to implementing projects in the state of North Carolina. The MPO also requests the North Carolina General Assembly not repeal the Map Act and continue to protect the WMPO for the filing of the Transportation Corridor maps for the Hampstead Bypass (R-3300).



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MEMORANDUM

TO: Board members

FROM: Mike Kozlosky, Executive Director

DATE: January 23, 2018

SUBJECT: Feasibility Study for a Rail Connection between Wilmington International Airport and the Wilmington Multi-modal Transportation Center

At the November 29, 2017 MPO Board meeting, the Board discussed a feasibility study for a rail connection between Wilmington International Airport and the Wilmington Multi-modal Transportation Center. This connection is not included in Cape Fear Transportation 2040 plan. The Board requested options for this feasibility study. Based on Board discussion, staff has identified five options:

- 1) Budget \$50,000 in the Unified Planning Work Program and solicit a private planning/engineering firm to complete this feasibility study.
- 2) Utilize MPO staff to complete this feasibility study in-house.
- 3) Utilize an intern to complete this feasibility study.
- 4) Request the North Carolina Department of Transportation's Rail Division complete this feasibility study.
- 5) Request the Cape Fear Public Transportation Authority consider operating a transit demonstration project for a rubber-tired service between these two locations to determine if ridership warrants the completion of a feasibility study.
- 6) Wait until the project is incorporated into an adopted Metropolitan Transportation Plan prior to the completion of a feasibility study.

Staff will be seeking direction from the Board on the next steps at their January Board meeting.

Proposed Revisions to 2018-2027 STIP/MTIP Programs

STIP/MTIP Modifications # 18-2 (February 2018)			
U-4902B NEW HANOVER PROJ.CATEGORY REGIONAL	US 17 BUSINESS (MARKET STREET), CSX RAILROAD TO CINEMA DRIVE; JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD).	RIGHT OF WAY CONSTRUCTION	FY 2018 - \$500,000 (T) FY 2021 - <u>\$8,000,000</u> (T) \$8,500,000
<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS</u>			



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

February 1, 2018

Project Description

The Cape Fear Crossing project is proposed as a roadway extending from the vicinity of US 17 Bypass and I-140 in Brunswick County to US 421 in New Hanover County, including a crossing of the Cape Fear River. The project is programmed in the 2018-2027 STIP for planning and environmental studies only using STPDA funding from the Wilmington MPO.

The following list includes tasks during the month of January:

Current Activities

- The project team continues to coordinate and correspond with project stakeholders.
- Studies for the Traffic Noise Analysis and Air Quality Analysis are ongoing.
- Studies for the updated Traffic Capacity Analysis are ongoing.
- The project team continues preparation of the Draft Environmental Impact Statement (DEIS).
- Design refinements have been prepared and submitted to NCDOT for review on bridging decisions from the NEPA/Section 404 Merger Team Concurrence Point 2A – “Bridging Decisions and Alignment Review” meeting on 8/17/17.
- Design refinements for alternatives south of the Port of Wilmington have been prepared and submitted to NCDOT for review due to the request from the NCSPA to provide 215 feet of vertical clearance over the Cape Fear River navigational channel (versus 187 feet as previously designed).

Upcoming Activities

- The project team will incorporate any design revisions necessary upon completion of the updated Traffic Capacity Analysis.

Past Activities

- The NEPA/Section 404 Merger Team reached concurrence on 11/30/17 to eliminate Alternatives C, F, P, G, J, and V Freeway. Alternatives B, Q, T, M Avoidance, N Avoidance, and V Widening will be carried forward for detailed study in the DEIS.
- The update to the Natural Resources Technical Report was finalized on 9/19/17.
- The Essential Fish Habitat Assessment was finalized on 9/01/17.
- Right-of-Way cost estimates and relocation reports have been completed.
- The project team received final concurrence from the NEPA/Section 404 Merger Team on Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 8/17/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 2A – “Bridging Decisions and Alignment Review” on 5/30/17.
- The project team received final concurrence from the State Historic Preservation Office on 5/26/17 regarding Section 106 effects on historic resources in the project study area.
- The project team presented the status of the project and preliminary alternative impact analysis results to the WMPO TAC on 3/29/17.
- The Archaeological Predictive Model Update was finalized on 2/13/17.
- The NEPA/Section 404 Merger Team reached Concurrence Point 1 – “Purpose and Need and Study Area Defined” on 12/12/13; the NEPA/Section 404 Merger Team reached Concurrence Point 2 – “Detailed Study Alternatives Carried Forward” on 2/10/14.
- Technical documents that have been finalized are available on the project website under “Project Documents.”

Contact Information

NCDOT – John Conforti, jgconforti@ncdot.gov, 919.707.6029; AECOM – Joanna Rocco, joanna.rocco@aecom.com, 919.239.7179; Website: <http://www.ncdot.gov/projects/capefear/>; Email: capefear@ncdot.gov; Hotline: 1.800.233.6315

WILMINGTON MPO
TRANSPORTATION PLANNING
FEBRUARY 2018

2045 METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This plan will guide the regional transportation priorities and actions, and be used for project selection in the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan. The CAC approved *Cape Fear Moving Forward 2045* as the plan's name and a color scheme for the plan.

Next Steps:

- Continue to work with the CAC on plan development
- Adoption in November 2020

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO to utilize consultant services for the development of street design guidelines. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Manual will include conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. Staff from the MPO and Town continue to work on the development of these standards. A public meeting was held on December 4th to review the draft materials.

Next Steps:

- Continue to update the guidelines/manual per guidance from the Town of Leland

NORTHEAST NEW HANOVER COUNTY FUTURE STREET PLAN

Project Description/Scope: New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development. The MPO and County have received a draft plan from the consultant.

Next Steps:

- Continue to review the draft plan
- Finalize Draft Plan
- Present information to New Hanover County Planning Board and Board of Commissioners

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: 3 reviews

- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Reviews: 1 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 1 reviews
- Town of Carolina Beach Formal Reviews: 1 reviews
- Town of Carolina Beach Informal Reviews: 1 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews:16 total (New Hanover County 6, City of Wilmington 8, Carolina Beach 0, Leland 1, Navassa 0, and Pender County 1) new 2 and ongoing 14
- Pender County Development Plan Reviews: 6 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 51 (11 new, 40 on-going)
- City of Wilmington Informal Reviews: 31 (7 new, 24 on-going)
- City of Wilmington Concept Reviews: 21 (14 new concept reviews-7 on-going concept)
- COW Project Releases: 13 Full releases

STBGP-DA/TASA-DA FY 2013, 2014, 2015 and 2016 Project Status

STBGP-DA

U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE

Project Descriptions/Scope: This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

Project Status and Next Steps:

- Construction contract awarded to Intercoastal Marine, LLC
- Additional funds approved by the City on September 5th.
- Contractor to begin work on the project.

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:

- 100% plan comments sent back to Engineer
- Specifications comments sent back to Engineer
- R/W acquisition completed December 2017
- Bidding anticipated in March 2018

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:

- Revised 90% plans/ROW plans and project schedule submitted to NCDOT on January 24, 2018
- The Town is working to complete a Supplemental Agreement with NCDOT
- NCDOT to determine project ownership
- Construction contract let is anticipated June 20, 2018

U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE BIKE LANES

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project. Contract documents have been approved and are being finalized for advertisement. Initial funding has been approved by the Board and FHWA.

Project Status and Next Steps:

- Project under construction

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

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

Project Status and Next Steps:

- Plans and Technical specs have been reviewed by NCDOT. Comments are currently being addressed.
- The City has received the proposed Supplemental Agreement from NCDOT for \$240,000
- The City is preparing the Council package for approval of the Supplemental agreement during the March Council Meeting.
- Anticipated Let Date: To be determined once bid package approved

U-5534S (Formerly U-5534M)- Coral Drive Sidewalks

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 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:

- 65% plans complete.
- Awaiting final plans
- Anticipated Let Date: Summer 2018

U-5534H – HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. The City will be issuing a letter to McKim & Creed.
- Anticipated Let Date of Fall 2018

U-5534G –HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. The City will be issuing a letter to McKim & Creed.
- Anticipated Let Date of Fall 2018

U-5534K –LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd 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:

- 90% plans reviewed by NCDOT. Comments being addressed.
- Right of way Certification-TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project.

U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- The Leland Town Council approved a scope change at their July meeting
- 90% plans reviewed by NCDOT. Comments being addressed.
- Right of way acquisition underway

U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- 90% plans reviewed by NCDOT. Comments being addressed.
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized

- Let date will be delayed to match up with “J” project.

SHIPYARD BOULEVARD SIDEWALK

Project Description/Scope: The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

Project Status and Next Steps:

- 100% plans submitted to NCDOT and approved.
- Additional funds will be requested
- Anticipated let date Summer 2018

U-5534O Cape Fear Blvd Multi-Use Path

Project Description/Scope: The construction of approximately 3200 linear feet of 10’ wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

Project Status and Next Steps:

- Bids were opened January 23, 2018.
- Will request additional funds (Town Council to award and request additional funds on February 13, 2018.
- Construction to start

U-5534Q –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:

- The City will provide additional survey regarding the drainage conflicts – survey update 95% complete
- Consultant is providing a revised design scope and schedule based on the drainage issues identified in the 25% plans – once revised survey is complete
- 25 % plans have been submitted to NCDOT for review – comments received, designer correcting
- The City will revise schedule upon outcome of survey issue

U-5534T – Traffic Signal Preemption

Project Description/Scope: This project will install traffic pre-emption equipment at 27 locations throughout the City of Wilmington and GPS devices on fire apparatus.

Project Status and Next Steps:

- Davenport Engineering manhour estimate has been approved.
- Contract is being executed. Design to begin within the next month.

U-5534U – 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:

- Scoping meeting held with NCDOT
- Letter of Interest (LOI) under review by NCDOT
- PE funds were released at the December 2017 Board of Transportation meeting.

TASA-DA

U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Project Status and Next Steps:

- A supplemental agreement between NCDOT and City is required for the additional funding. The agreement was approved by the Wilmington City Council on September 5, 2017. The supplemental agreement is on the December Board of Transportation agenda.
- The project is under-funded and the City will be requesting additional funds.

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:

- New Hanover County has selected Davenport Engineering to complete the design.
- Davenport manhour estimate has been approved by NCDOT
- New supplemental agreement signed allowing for additional funding and time extension to December 31, 2019

U-5527D HARPER AVE. MULTI-USE PATH

Project Descriptions/Scope: The construction of approximately 2104 linear feet of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

Project Status and Next Steps:

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Draft LOI for PE Services submitted and being revised by the Town
- Advertisement of PE Services is anticipated in Spring 2018
- Anticipated let date June 2018

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The TDM Coordinator position is currently vacant.

Next Steps:

- Continue to work with Pulsar on the development of the Go Coast strategic marketing plan
- Analyze data and results from the Go Coast Commuter Challenge and develop presentations to various groups reflecting our success
- Gather model alternative work schedule policies from various regional employers to be highlighted in the statewide initiative to showcase model alternative work schedules
- Schedule lunch and learns/presentations with area employers to promote Go Coast program
- Partner with large employers to determine vanpool options
- Partner with UNCW, Cape Fear Community College, and New Hanover Regional Medical Center to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs and potential Park & Ride lot locations
- Hold a Bike Share RFP review and selection committee meeting



February 12, 2018

Greetings!

Welcome to another update on the Wilmington Rail Realignment Project, formerly designated the Mayor's Task Force on Rail Realignment.

A lot has happened since the last update. As always, please let me know any questions or concerns you feel need to be addressed. Please feel free to respond back to me at Laura.lwpadgett@gmail.com or call me at 910-262-4025. Thanks.


1. To repeat the purpose of this project: Southeastern North Carolina has the opportunity to benefit from a realignment of the existing heavy rail corridor that currently runs through the City of Wilmington to a safer, more direct route into and out of the Port of Wilmington which would then allow a re-purpose of the right-of-way for public use.

The project has benefits for Economic Development, Port of Wilmington growth, health, safety, and quality of life for the four county region of New Hanover, Pender, Brunswick and Columbus, including the City of Wilmington. This project can enhance capacity for the Port of Wilmington and other companies using the river and rail.

2. The Mayor's Task Force completed its work on the feasibility study by Moffatt & Nichol which indicated that the project is feasible and that there are no major barriers from engineering or the environment to building the new track across the Cape Fear River and up the west side along the 421 Highway corridor. That is not to say, there are no challenges . . . there are. The Task Force did recommend the City move forward with the project and on July 18, 2017, the Wilmington City Council accepted the Feasibility Report and committed to working on the project as the lead agency, needing many partners, of course.
3. Thank you to the members of the Task Force for their efforts in assessing this project, guiding the Feasibility Study and for their considered recommendation to the City of Wilmington.
4. The project is now entering the next phase. January 9, 2018, the City Council appointed me the Coordinator for the Project for the City for the coming year. This further demonstrates the City's commitment to the project. Much of my work will be building partnerships for the project and transitioning the accomplishments to a full time employee as project manager with the City. My primary concentration will be on relocating the freight rail use to a new track facility across the Cape Fear River. I look forward to continuing to work closely with Glenn Harbeck, the City's Director for Planning, Development and Transportation; and with John Cease whose insight, relationships, and knowledge of the rail industry will continue to be invaluable.

5. While there has been something of a lull since July, there have still been a number of things happening. Several presentations to organizations and community groups, as well as meetings with individuals in the community, were made in an effort to both keep the community informed about the project and continue to gain knowledge that would help the project.
6. The end of May, Glenn Harbeck and John Cease made a presentation to the NC Railway Association Annual Conference when it met in Wilmington.
7. In September, Glenn and I participated in the American Institute of Architects NC annual meeting in Wilmington regarding design and quality of life opportunities created by using the rail right-of-way for public transportation. Also in September, I conducted a webinar for the Professional Engineers of NC on the RR Project.
8. In November, Glenn and I were asked to make a presentation at the Port to the NC House Committee on Transportation Strategic Planning and Funding. About 60 people, many of them NC Legislators, heard the presentation and it was well-received. Thanks to Glenn for his great PowerPoint.
9. We continue to see rapid change in area freight. The Queen City Express from the Port to Charlotte is running most days. Enviva continues their shipping and growth. The Carolina Connector in Rocky Mount has become a question but appears not gone although perhaps changed. There are changes in CSXT's management with the arrival of E. Hunter Harrison to lead and his untimely death before Christmas. CSXT continues to make major changes in its business model as it moves toward Precision Scheduled Railroading. There are other changes across the industry's leadership as well.
10. The Port of Wilmington and NC DOT are working on a study produced by Mott McDonald to recommend ways to improve train speeds and track conditions from the Davis (Navassa) Rail Yard through Wilmington to the Port, including significant upgrades to track at the Port. That study predicted 8 round trip trains per week by 2021 and longer trains up to 10,000 feet. The Port has completed significant improvements to enhance their capability to handle 10,000 foot trains. The prospect of nearly 2-mile-long trains blocking 30+ crossings within Wilmington for nearly a half hour each, including 11 major thoroughfares, lends urgency to the Realignment Project.
11. We continue to work with potential private partners, the NC Legislature and our Federal delegates.

The Project has benefitted greatly from the people, organizations and businesses who have shared the privilege of their time to talk with us. Any person or organization that you feel we should contact, please let me know. Thank you for your interest and I am happy to receive questions and comments.



Laura Padgett, Coordinator
Wilmington Rail Realignment Project

Logo by [Tori Jones and Clove Marketing](#)



Cape Fear Public Transportation Authority

Project Update

February 2018

REGIONAL AUTHORITY PROJECTS

1. **Bus fleet replacement** - (no change) identifying state and federal funding opportunities to replace eleven thirty-five foot buses, two trolleys, and three shuttles. The Authority has applied for funding from a nationwide discretionary grant program from Federal Transit and is pursuing other opportunities. Wave responded to the NC DEQ RFI regarding the allocation of \$92M in VW settlement funding.
2. **Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit has begun its latest short range plan. The plan will set a course for public transportation initiatives, route structure, and revenue programming for the next five years. The plan will also include a financial element to ensure that transit programs are compliant with FTA rules and regulations.

Under the direction of the Authority's Operations and Planning Committee made up of funding partners, Board members, staff, WMPO board members, WMPO staff, passengers, interested citizens, and professional transit planning consultants, the 9 - 12 month plan is an important tool in identifying and quantifying the public transportation needs of the community. Marketing, public relations, and community support for financing transit in Southeastern North Carolina will also be a focus of the plan. A key component of the plan will be extensive surveying and data collection to assess the needs of current and prospective passengers. Nelson Nygaard is the principal consultant leading the project.

Data collection has begun and is being analyzed. Over fifteen agencies are assisting Wave Transit as stakeholders in the planning effort. The stakeholder committee has been identified and held their multiple meeting. The project is expected to be completed in the spring of 2018.
3. **Long Term Funding** - (no change) currently, the Authority does not have a dedicated source of local funding. Strategies to meet future revenue requirements will be identified during SRTP development. The Authority has drafted a *Short Range Financial Plan* which was adopted on January 26, 2017. The financial plan findings will be reviewed by the SRTP consultant and included in the final plan. A possible study regarding long term funding for transit in the region is being evaluated by the City of Wilmington and New Hanover County.
4. **Shelter Program** - (no change) a program to replace and add up to 50 bus shelters and 25 benches at bus stops is underway. Construction of the first eight shelters is complete. Phase two, consisting of 12 shelters and 15 benches is currently under construction. Phase three consisting of three super stops at Independence Mall, Hanover Center, and Monkey Junction is in the engineering and permitting phase.

WMPO SPONSORED PROJECTS

1. **Wilmington Multimodal Transportation Center** - an Interlocal Agreement between Authority, City of Wilmington, WMPO, and NCDOT has been executed. Demolition of the U-Haul building is complete. Thanks to generous support from the WMPO, STP-DA funding in the amount of \$2,400,000 has been flexed by FHWA to FTA for the project and a formal grant with FTA has approved.
Phase 1 consisting of hazardous materials abatement and demolition is complete.
Phase 2 consisting of building stabilization is complete.
Phase 3 consisting of renovation construction was let for bidding on January 16, 2018. Bids are due on February 13, 2018. Renovation construction is expected to be complete six months from contract award which is expected in late February 2018.
2. **Preventive Maintenance & ADA** - STBGP-DA funding in the amount of \$510,778 for preventive maintenance and ADA service throughout the region was approved by the WMPO in 2016. The process of flexing the funds from FHWA to FTA is in process. The funds will assist the Authority in maintaining its fleet of fixed route buses and FTA funded facilities to meet the FTA *State of Good Repair Requirement*. The preventive maintenance funding will ensure that Wave Transit vehicles are safe, reliable, and provide a positive and comfortable experience on Wave Transit routes throughout the region.
Americans with Disabilities Act (ADA) compliance utilized under the funding will be used to offset the cost of providing complementary ADA service for passengers unable to access Wave Transit fixed routes. Paratransit services provided under the WMPO authorized funding include specialized origin to destination van service. In December 2017 the Authority provided 1,276 ADA passenger trips. The period of performance for the project is 07/01/2017 through 06/30/2018.
3. **Replacement CNG Buses** - (no change) In February 2017 the WMPO appropriated \$744,000 in FHWA funding for two replacement CNG buses. The Authority has a contract for the vehicles with Gillig, LLC. A purchase order for the buses was approved by the Authority on June 22, 2017. Local matching funds have been appropriated by the City of Wilmington. The estimated delivery date is May 2018 for both vehicles. Grant application with FTA has been executed and award is expected in January 2018.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

February 23, 2018

WMPO Project Update List
Projects Under Construction

Contract C203922: Greenfield Lake: Realign and upgrade intersection at SR 1436/US 421 and SR 1140 (Burnett Blvd.) south of Willard Street.

Original traffic pattern open December 2017

- Contractor has completed the culvert.
- Full intersection opened to Traffic
- Sewer line work away from traffic remains.
- Contractor working on punch list items.
- Punch list completion tentatively end of February

Contractor: Mountain Creek Contractors Inc.

Bid Amount: \$3,156,247.36

Completion Date: April 2018

Percent Complete: 100.0%

R-2633 BA – (Wilmington Bypass: C203199) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Open to traffic on December 18, 2017.

Work will continue on Mt. Misery and Cedar hill road until Spring of 2018.

Roadway:

- Working on guardrail/guiderail.
- Working on grading approach slabs for last incomplete structures on mainline.

Contractor: Barnhill Contracting

Estimated Completion Date: June 2018

Percent Complete: 87.2%

R-2633 BB – (Wilmington Bypass: Bridge over Cape Fear River: C203198) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

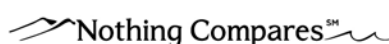
Open to traffic on December 18, 2017.

- 90% complete on the roadway portion of the project.

Contractor: Balfour Beatty Infrastructure

Estimated Completion Date: April 2018

Percent Complete: 98.0%



B-5103: (C203540) replace bridge #35 over the abandoned railroad on SR 1627 (3rd Street), in Wilmington.

Bid Amount: \$4,640,453.87

Percent Complete: 99.9%. Waiting on final estimate.

U-3338B: (C203772) Widening of Kerr Ave. from Randall Parkway to MLK, Jr. Prkwy. Installing storm drain throughout project, and grading Multi-Use Path at Kerr and Randall Prkwy. Multi-Use path at Kerr Ave. and Randall Prkwy. is paved.

- Mast arm for traffic signal has been installed at Kerr Ave. and Randall Prkwy.

Contractor: Sealand Contractors Corp.

Bid Amount: \$22,000,000.58

Estimated Completion date: November 2018

Percent Complete: 60.6%

Wrightsville Avenue (EB-4411C: DC00119):

Widen for bike lanes on SR 1411 (Wrightsville Ave.) from Huntington Ave. to US 76 (Oleander Drive). Pavement markings have been placed.

Contractor: Highland Paving Company

Bid Amount: \$1,540,740.05

Percent Complete: 100.0%. Waiting on Final Estimate

B-4929: (C203789) Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Contractors placed concrete at the following locations: Bent 19, Pier's 6 and 8, Bent 20, Pier's 6 and 8. Contractors placed concrete at span A of the bridge deck. Contractors placed concrete at the Bent 12 columns.

Contractor: Balfour Beatty Infrastructure

Bid Amount: \$53,651,508.35

Estimated Contract Completion Date November 2020

Percent Complete: 53.4%

B-5236: (C203957) Replace Bridge #19 over Lords Creek on SR-1100

Start Date: November 2017

Anticipated Completion date: November 2018

Percent Complete: 16.2%

U-4751: (C203980) Military Cutoff Road Extension: extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass west of US 17 Business (Market Street) to US 17 Business (Market Street) SR 1403 (Middle Sound Loop Road).

Realignment of Lendire Road complete.

Construction forecasted from FY2017 - FY2022

- PNB is working on lowering their gas line throughout the project
- Spectrum boring and pulling cable
- Duke Energy working on clearing and installing power poles
- Precon was on Tuesday January 9, 2018
- Survey party finish staking wetland boundary for Duke clearing crews.

Availability Date: January 2, 2018

Future Projects

R-3300B: US 17 Hampstead Bypass: Construct a four lane divided roadway on mostly new location from NC 210 to Sloop Point Loop Road. **R-3300B currently funded in DRAFT 2018-2027**

STIP. ROW and Utilities: FY 2018 – FY 2020.

Let date for construction: FY 2020

U-5732: Hampstead Median Project: US 17 (Ocean Highway in Hampstead)
Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). Median project has been combined with Hampstead Bypass to accelerate the completion of the Bypass.

Let Date September 2020

R-3300B: project may be accelerated to build and open the Bypass for use as a detour during the median project construction.

Dan Owen Drive connector to Factory Road: Roadway being constructed to alleviate traffic volume off of Hampstead Median Project while being built and to reduce the number of vehicle crashes. Currently staking ROW. NCDOT to construct connector road in 2018.

R-3300A: US 17 Hampstead Bypass: Construct a four lane divided roadway from NC 210 to I-140 south of Hampstead. **Currently unfunded section of Hampstead Bypass. However, Design and Right of Way has been approved. NCDOT is pursuing funds to meet the same construction let date as R-3300B.**

U-5732: US 17 (Ocean Highway in Hampstead)

Convert to superstreet from SR 1582 (Washington Acres Road) to SR 1563 (Sloop Point Loop Road). **Note: Will be built in conjunction with Hampstead Bypass.**

Let Date September 2020

R-5021: widening of NC 211 from NC 87 to SR 1500 (Midway Road) to a 4-lane divided facility.

Let Date June 2018

U-4902 C&D: US 17 Business (Market Street) construct a “superstreet” (median) from SR 2734 (Marsh Oaks Drive) to Lendire Drive & from Station Road to US 74 (MLK Parkway/Eastwood Road).

Let Date October 2018

B-4590: replace bridge #29 over Smith Creek on NC 133 (Old Castle Hayne Road)

Let Date December 2018

U-5710: US 74 (Eastwood Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway. **Let Date July 2021**

U-5729: US 421 (Carolina Beach Road) from Burnett Avenue to US 117 (Shipyard Blvd) upgrade the roadway. **Let Date July 2021**

FS-1003B: Feasibility Study US 421 (Carolina Beach Road) study the widening of roadway from Sanders Road to NC 132 (College Road). **Feasibility Study in progress.**

U-5790: US 421 (Carolina Beach Road) widen existing US 421 from Sanders Road to NC 132 (College Road) and construct fly-overs at Monkey Junction intersection

Design Build Selection Date January 2020

U-5731: US 74 (US 17/US 421 in Wilmington)

Construct a Fly-Over and Free Flow Ramp at interchange. **Let Date September 2022**

R-5701: US 117 Business (Intersection of N. Walker Street and E. Wilmington Street)

Construct roundabout.

Let Date for construction: FY 2020

U-5734: US 421 (South Front Street)

Widen to multi-lanes from US17 Business/US 76/US 421 (Cape Fear Memorial Bridge) to US 421 (Burnett Blvd.)

Let Date September 2023. Right of Way and Utilities Let 2021

U-5710: US 74 (Eastwood Road) construct an interchange at the at-grade intersection of SR 1409 (Military Cutoff Road) & US 74 (Eastwood Road)

Let Date January 2022

FS-1503A: Feasibility Study US 17 Bus. (Market Street) study the at-grade intersection of US 17 Business (Market Street), US 74 (MLK Parkway) & US 74 (Eastwood Road) for installment of an interchange.

Feasibility Study in progress.

FS U-5734: Feasibility Study S. Front Street study the widening of S. Front Street from the intersection of Burnett Blvd. and US 421 (Carolina Beach Road), to Dawson Street.

Environmental Assessment in progress.

Resurfacing Contracts - New Hanover County

New Contract: New Hanover County: Resurfacing Contract: 2018CPT.03.04.10651; C203888
US 76 E. & W., US 421 (3) + NC State Port.

No activity to report to date

Mill & Resurface the following primary and secondary routes in New Hanover County:

2018CPT.03.03.10101 and 2018CPT.03.04.10651 DC00172

US 17 Bus. East/US 76 East – Ocean Hwy E. from New Hanover County Line northwest past underpass.

US 17 Bus. W/US 76 West – Ocean Hwy E.

US 421 N. Ramp – From US 421 to off ramp onto US 76/421

US 17 Bus. E./US 76 E. (US Hwy. 74/76) – From New Hanover County Line to Cape Fear Memorial Bridge. Bridge #13.

US 17 Bus. W./US 76 W (US Hwy. 74/76) - From New Hanover County Line to Cape Fear Memorial Bridge. Bridge #13.

US 421 N. (Carolina Beach Rd.) – From Snows Cut Bridge, north to SR 1187 (Sanders Road).

US 421 S. (Carolina Beach Rd.) – From Snows Cut Bridge south to SR 1187 (Sanders Road).

NC 132 N. (South College Rd.) – near SR 1521 (Piner Road) north to 17th Street.

NC 132 S. (South College Rd.) – From 17th Street south near SR 1521 (Piner Road).

SR 1318 (Blue Clay Rd.) – From the intersection of SR 1302 (23rd St.) and Blue Clay Rd. north to the intersection of Blue Clay Rd. and N. College Rd.

SR 1492 (Myrtle Grove Rd.)

SR 1333 (Hermitage Rd.) – From NC 133 to SR 2157 (Crowatan Rd.)

SR 2158 (Hermitage Rd.) – From SR 2157 (Crowatan Rd.) to end of road.

SR 2157 (Crowatan Rd.) – From NC 133 to SR 1333 (Hermitage Rd.)

SR 2159 (Chesterfield Rd.) – From end of SR 1333 (Hermitage Rd.) to end of SR 2159 (Chesterfield Rd.)

SR 2228 (Dekker Rd.)

SR 1317 (Chadwick Ave.) – From Castle Hayne Rd. to end of SR 1317 (Chadwick Ave.)

SR 2697 (Memory Lane) – From Bountiful to end of SR 2697 (Memory Lane).

SR 1852 (Shore Point Dr.)

SR 1853 (Conch Dr.)

SR 1882 (Abalone Dr.) (Coquina Dr.) and (Cowrie Lane) – Located off of Edewater Club Dr. in Porters Neck.

SR 2908 (Conquina Dr.) – Located off of Edewater Club Dr. in Porters Neck.

SR 2537 (Duck Downe Ct.)

SR 2023 (Diamond Shamrock Rd.) – Located off of SR 1002 (Holly Shelter Rd.)

SR 1823 (Kenmore Dr.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1824 (Brandywine Circle) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1826 (Homestead Ct.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 1825 (Salem Ct.) – Located off of SR 1403 (Middle Sound Loop Rd.)

SR 2024 (Krauss Ln.) – Located off of Division Dr.

SR 2322 (Walker Ridge Ct.) - Located off of Carolina Beach Rd. (North)

SR 2326 (Bainbridge Ct.) - Located off of Carolina Beach Rd. (North)

SR 2327 (Alden Ct.) - Located off of Carolina Beach Rd. (North)

SR 2021 (Wordsworth Dr.) – Located off of North College Rd.

SR 2168 (Pine Knolls Rd.) – Located off of SR 1322 (Murrayville Rd.)

SR 2733 (Miranda Ct.) – Located off of W. Northchase Prkwy.

SR 2732 (Lakemoor Dr.) – Located off of W. Northchase Prkwy.

SR 2230 (Edward Hyde Place) – Located off of W. Northchase Prkwy.

SR 2231 (John Yeamen Rd.) – Located off of SR 2230 (Edward Hyde Place)

SR 2730 (Nevan Ln.) – Located off of W. Northchase Prkwy.

SR 2004 (Kings Dr.) – Located off of N. Coilege Rd.

SR 2264 (Jason Ct.)

SR 2657 (William Louis Dr.)

SR 2658 (Brandy Ct.)

SR 1375 (Lockwood Dr.)

SR 1376 (Glenlea Dr.)

SR 1374 (Alandale Dr.) – Located off of N. Kerr Ave.
SR 1377 (Lynbrook Rd.)
SR 2206 (W. Northchase Prkwy.) – Located on N. College between SR 2257 (SE Northchase Prkwy.) and SR 2652 (NE Northchase Prkwy.)
SR 2767 (Ammons Drive) – Located off of W. Northchase Prkwy.
SR 2234 (Brittany Rd.) – Located off of SR 1322 (Murrayville Rd.)
SR 2235 (Creek Ridge Rd.) – Located off of SR 1322 (Murrayville Rd.)
SR 2117 (Shenandoah St.) – Located off of SR 1322 (Murrayville Rd.)
SR 2072 (Kerry Dr.) – Located off of Holly Shelter Rd.
SR 2073 (McGregor Rd.) – Located off of Holly Shelter Rd.
SR 2074 (Berwick Dr.) – Located off of Holly Shelter Rd.
NC State Port Authority (Patching)
SR 1971 (Humphrey Dr.)
SR 1345 (Alexander Rd.) – Located off of Market Street
SR 1923 (Lost Tree Rd.) – Located off of N. Market Street
SR 1930 (Bright Leaf Rd.)
SR 1979 (Harlandale Rd.)
SR 1989 (Haven Way) – Located off of Middle Sound Loop Rd.

Following roads are located off of SR 2048 (Gordon Rd.)

SR 2622 (Bay Blossom Dr.)
SR 2626 (Winter Moss Ln.)
SR 2665 (Hopscotch Dr.)
SR 2666 (Sapling Circle)
SR 2667 (Splitbrook Ct.)
SR 2672 (Loblolly Ct.)

Mill & resurface the following primary routes in New Hanover County: 2017CPT.03.07.20651.

DC00172

SR 1318 (Blue Clay Rd.) – from radius at intersection of SR 1322 (Kerr Ave.) to pvmt seam at US 117. 2.89 miles.
SR 1324 (Sheridan Dr.) – from NC 133 to SR 1325 (Long Leaf Drive).
SR 1325 (Long Leaf Dr.) – from SR 1326 (Laurel Drive) to SR 1358 (Holland Drive).
SR 1326 (Laurel Dr.) – from SR 1358 (Holland Drive) to dead end.
SR 1332 (Chair Rd.) – from NC 133 west on NC 133.
SR 1382 (Garden Place Dr.) – from NC 132 to SR 1387 (Hyacinth Ave.)
SR 1383 (Wedgewood Rd.) – from SR 1382 (Garden Place Dr.) to dead end.
SR 1387 (Hyacinth Ave.) – from SR 1382 (Garden Place Dr.) to dead end.
SR 1668 (Balsam Dr.) – from SR 1667 (Hickory Knoll Dr.) to SR 1668 (Balsam Dr.).
SR 1669 (Darley Ln.) – from SR 1667 (Hickory Knoll Dr.) to SR 1686 (Royal Oak Dr.)
SR 1686 (Royal Oak Dr.) – SR 1492 (Myrtle Grove Rd.) to SR 1667 (Hickory Knoll Dr.)
SR 2071 (Arlene Dr.) – from NC 133 to end of maintenance.
SR 2181 (Blue Clay Rd. / Dairy Farm Rd.) – from SR 1002 (Holly Shelter Rd.) to SR 1336 (Sidbury Rd.).
SR 2199 (Creekstone Ln.) – from SR 1335 (Parmele Rd.) to end of maintenance.
SR 2200 (Plum Tree Lane) – from SR 2199 (Creekstone Ln.) to end of maintenance.
SR 2501 (Access Rd. to Monkey Jct.) – from US 421 to US 421.

SR 1322 (Murrayville Rd.) – from SR 2234 (Brittany Rd.) to SR 2691 (Retriever Dr.).
SR 2313 (Wilshire Blvd.) – from west of SR 1175 (Kerr Ave.) to east of Rosemont Ave.
SR 1400 (Flutch Creek Rd./Champ Davis Rd.) – from south of SR 2845 (Market Street) to SR 1491 (Porters Neck Rd.)
SR 2652 (Northchase Pkwy. NE) – from US 117 to cul-de-sac

Estimated Completion Date: November 2017

Percent Complete: 93.5%

Mill & resurface the following primary routes in New Hanover County:

US 421 (Carolina Beach Road) – from 0.26 miles south of Independence Blvd. (non-system portion) to west of Lake Shore Drive (non-system)
US 117 Northbound Lanes (Shipyard Blvd) – from US 421 to 0.05 miles east of US 421 (Carolina Beach Road)
US 117 Southbound Lanes (Shipyard Blvd) – from 0.20 miles east of US 421 to US 421 (Carolina Beach Road)
US 421 Southbound Lanes (South 3rd Street) – from US 76 (Dawson Street) to Greenfield Street (non-system)
US 421 Northbound Lanes (South 3rd Street) – from Greenfield Street (non-system) to US 76 (Dawson Street)
US 17 Business (South 3rd Street) – from US 76 eastbound lanes to US 76 westbound lanes.

Mill & resurface the following secondary routes in New Hanover County:

SR 1218 (16th Street) – from US 76 westbound lanes (Wooster Street) to US 76 eastbound lanes (Dawson Street)
SR 1371 (16th St.) - from Grace Street (non-system) to US 17 Business (Market Street)
SR 2816 (16th St.) - from US 17 Business (Market Street) to US 76 westbound lanes (Wooster Street)
SR 1301 (17th Street) - from US 17 Business (Market Street) to Grace Street (non-system)
SR 2817 (17th Street) - from US 76 eastbound lanes (Dawson Street) to US 17 Business (Market Street)
SR 1411 (Wrightsville Avenue) - from Dawson Street Extension (non-system) to SR 1209 (Independence Blvd.)

Resurface the following secondary routes in New Hanover County:

SR 2699 (Amsterdam Way) - from SR 2700 (Old Dairy Rd.) to SR 2048 (Gordon Rd.)
SR 2701 (Antilles Ct.) - from SR 2698 (Netherlands Dr.) to end maintenance
SR 2698 (Netherlands Dr.) - from SR 2048 (Gordon Rd.) to SR 2700 (Old Dairy Rd.)
SR 2700 (Old Dairy Rd.) - from US 17 Bus. (Market St.) to SR 2699 (Amsterdam Way)
SR 2220 (Windmill Way) - from SR 2219 (N. Green Meadows Dr.) to SR 2700 (Old Dairy Rd.)
SR 2183 (Spring Rd) - from NC 133 (Castle Hayne Rd.) to SR 2184 (Fairfield Rd.)

SR 2184 (Fairfield Rd.) - from SR 2183 (Spring Rd) to SR 1318 (Blue Clay Rd)

Widen & resurface following routes in New Hanover County:

SR 1940 (Covil Farm Rd) - from SR 1409 (Military Cut-Off Rd) to SR 1916 (Red Cedar Rd)

SR 2717 (Torchwood Blvd.) - from US 17 Bus. (Market St.) to SR 2718 (Beacon Dr.)

Mill & resurface a section & just resurface another section of SR 1363 (Bayshore Dr.) from US 17 Bus. (Market St.) to SR 1393 (Biscayne Dr.)

New Hanover:

I-40 – milling & resurfacing from Gordon Road interchange to NC 210 interchange

I-40 – milling & resurfacing from US 117 interchange to mile post 393 (approximately 3.5 miles east of US 117 interchange)

No activity to report to date

New Hanover County: Resurfacing Contract: C203868, I-5760

I-140 (Wilmington Bypass) resurface from I-40 to US 421 & reconstruction of bridge approaches, joint repair & signals.

Contractor: Barnhill Contracting Company

Estimated Contract Completion Date: November 2017

Percent Complete: 73.0%

New Hanover County: Resurfacing Contract: 2017CPT.03.01.10651; C203888

US 117/NC 132 (College Road) from US 17 Business (Market Street) to SR 2313 (Wilshire Blvd.)

WBS #36249.3622; C203888 City of Wilmington signal plan modifications & work to install pedestrian upgrades at the intersection of US 117/NC 132 (S. College Road) and SR 2313 (Wilshire Blvd) to US-17 Business.

Includes safety projects:

W-5203AA construct offset left turn lanes on College Road & Hurst/Hoggard Drive upgrade pedestrian facilities to high visibility crosswalks w/ countdown pedestrian heads. Extend sidewalk to connect with existing sidewalk.

W-5601BB install high visibility crosswalks & push button pedestrian signals at the intersection of College Road & New Center Drive.

Contractor: Barnhill Contracting Company

Percent Complete: 44.2%. Estimated Contract Completion Date: February 2018

Resurfacing Projects - Brunswick County

Resurfacing Contract: C203923, 2017CPT.03.06.10101 & 2017CPT.03.06.20101

Brunswick County primary routes: 1 Section of US 74/US 76, 2 Sections of NC 87, NC 179, NC 904/179, and 41 Sections of secondary roads.

Contractor has started widening on 74/76, and starting to mill and fill on 74/76.

Contractor is close to completing mill and fill in Calabash at Beach Drive SW.

Estimated Completion Date: December 2017

Percent Complete: 97.9%

Resurfacing Contract: I-5357, C203630, WBS #46176.3.FS1, Brunswick County secondary routes:

SR 1104 (Beach Drive) – patching, milling, resurface & leveling from beginning of curb & gutter section to end of SR 1104

SR 1828 (Kings Lynn Drive) – patching, mill & resurface from SR 1104 (West Beach Drive) to SR 1828

SR 1401 (Galloway Road) – resurface from US 17 to SR 1402 (Randolphville Road)

SR 1435 (North Navassa Road) – patching, mill & resurface from SR 1472 (Village Road Northeast) to SR 1432 (Old Mill Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from SR 1435 (North Navassa Road) to 0.58 miles south of SR 1431 (Royster Road Northeast)

SR 1430 (Cedar Hill Road) – patching, mill & resurface from 0.54 miles north of SR 1431 (Royster Road Northeast) to SR 1426 (Mount Misery Road)

Contractor: S.T. Wooten

Percent Complete: 100.0%. Waiting on final estimate

Resurfacing Contract: DC00117, Brunswick County:

NC 87/NC 133 (River Road) resurfacing from project limits of R-3324 (Long Beach Road Extension) to SR 1526 (Jabbertown Road)

SR 1100 (Caswell Beach Road) milling & resurfacing from SR 1190 (Oak Island Drive) to end of system

SR 1101 (Fish Factory Road) resurfacing from NC 133 (Long Beach Road) to end of system

SR 1194 (West Street) resurfacing from NC 211 to end of system, in Southport

SR 1209 (9th Street) resurfacing from NC 211 to end of system, in Southport

SR 1210 (Old Bridge Road) resurfacing from NC 133 (Long Beach Road) to end of system

SR 1526 (Jabbertown Road) resurfacing from NC 87 to SR 1527 (Leonard Street), in Southport

SR 1528 (Moore Street) resurfacing from NC 211 to end of system, in Southport

Contractor: Highland Paving Company

Percent Complete: 100%. Waiting on final estimate

Resurfacing Contract: 2016, C203760, Brunswick County:

US 17 NBL & SBL resurfacing from NC 904 to South Carolina line

SR 1139 (Seashore Road) resurfacing from NC 130 (Holden Beach Road) to

SR 1137 (Boones Neck Road)

SR 1184 (Ocean Isle Beach Road) resurfacing from US 17 to NC 904/179

SR 1241 (Milliken Avenue) resurfacing from

SR 1242 (Beach Drive) resurfacing from NC 179 Bus. to end of the system

SR 1940 (Claremont Drive) resurfacing from SR 1941 (Stratford Place) to end of the system

SR 1941 (Stratford Place) resurfacing from SR 1943 (Country Club Drive) to

SR 1940 (Claremont Drive)

SR 1942 (Bruce Lane) resurfacing from SR 1941 (Stratford Place) to

SR 1944 (Deep Branch Road)

SR 1944 (Deep Branch Road) resurfacing from SR 1942 (Bruce Lane) to

SR 1940 (Claremont Drive)

SR 1813 (Pinewood Drive) resurfacing from SR 1950 (Camelia Drive) to
end of system

SR 1943 (Country Club Drive) resurfacing from SR 1949 (Brierwood Road) to
SR 1941 (Stratford Place)

SR 1949 (Brierwood Road) resurfacing from SR 1943 (Country Club Drive) to
Shallotte City Limits

SR 1950 (Camelia Drive) resurfacing from SR 1141 (Kirby Road) to SR 1813
(Pinewood Drive)

SR 1951 (Driftwood Acres Drive) resurfacing from SR 1950 (Camelia Drive) to
end of the system

SR 1952 (Myrtlewood Drive) resurfacing from SR 1950 (Camelia Drive) to
end of the system

Percent Complete: 100%

**New Contract: Resurfacing Contract: WBS: 2018CPT.03.03.10101, Brunswick County
US 76 E. & W., US 421 N., NC 130, NC 179, NC 904.**

No activity to report to date

Additional updates

Resurfacing & System Preservation

- College Road Project. Contractor has pulled off to complete other projects.
- I-140 Resurfacing is ongoing.
- This seasons resurfacing projects (Division wide) are underway.
- Next seasons resurfacing projects are being Let and soon to be underway.

Project Team

Project Team is currently managing 94 active projects.

Managing 55 STIP Projects. 11 Safety Projects, 4 Bike/Ped Projects, and 24 Locally Administered Projects.

Working on assigning the latest 10 STIP projects to design firms. Scoping meetings will begin on these projects soon.

Upcoming STIP/Safety Project Let Dates:

- **Changes to Project Update List made January 31, 2018**

If you have any questions, please contact Alan Pytcher at the Division 3 Office:
(910) 341-2000, apytcher@ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

February 2018

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

FEBRUARY TPD UPDATES WILMINGTON MPO

February 2018

Wilmington Model Update – Wilmington MPO has requested that TPD update their model to a base year of 2015, previously the base year was 2010. The model is being updated so it can be accurately used in the next MTP. We are in the SE data verification phase right now, once the locals verify the data we will move onto future year.

Wilmington CTP – With the model update, WMPO has also asked TPD to start on the Wilmington CTP update. We have yet to develop a schedule for this CTP and start – but will develop one in the next few weeks.

CTP 2.0 – The CTP 2.0 work is ongoing. TPD is currently reviewing the comments received on the draft maps and documentation. TPD is finishing the coordination with the multi-modal division.

Performance Measures – Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals. TPD will be developing a committee with MPO and RPO representatives to establish targets and other requirements. NCDOT informed the MPOs via email on October 19, 2017 about the established safety targets. MPOs are reminded that they must establish safety targets by February 27, 2018.

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1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

Statewide Plan: TPD has selected WSP as the consultant for the Statewide Plan. A scope and schedule will be developed soon. As stakeholders, MPO/RPOs will be engaged throughout the process.

Corridor Studies: Work is underway on the first two master plans, as follows:

- Bundle #1 has been assigned to Kimley-Horn and includes **Corridor P** (Future I-42/US 70E/ NCRR from I-440 in Wake County to Port at Morehead City), **Corridor S** (I-795/US 117 from I-95 in Wilson County to I-40 in Sampson County), and **Corridor X** (US 258/NC 11/US 13 from US 17 in Onslow County to US 64E in Edgecombe County)
- Bundle #2 has been assigned to Atkins, and includes **Corridor U** (US 74W/US 74E/I 74 from I-26 in Polk County to US 117 in Wilmington) and **Corridor D** (US 321/CSX from South Carolina state line to Tennessee state line).

Freight Plan: The Statewide Freight Plan was adopted by the BOT in September 2017 and approved by FHWA on November 21, 2017. It can be found online at <https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>.

CMAQ: We are wrapping up the final FFY 2018 projects. Applications for funding in FFY 2019 are due in March 2018.

Traffic Forecast: The Traffic Forecast shapefile is under development (ArcGIS Online). The Traffic Forecasts layer is being finalized. A link was sent out to the TP Division to get input and updates are being finalized. A GIS unit e-mail was established that will be added to the CC list for all traffic forecast deliveries. The GIS Unit will process updates to the Traffic Forecasts GIS layer monthly. This layer will track in-progress and complete traffic forecasts back to 2013.