



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

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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: June 22, 2018
SUBJECT: June 27th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, June 27th 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. REAL ID- Blake King, NCDOT
 - b. Direct Attributable Project Update- Amy Kimes, WMPO
 - c. Emerging Technologies for Signals/Signs- Fred Royal, WMPO
- 7) Consent Agenda
 - a. Approval of Board Meeting Minutes- May 23, 2018 (p. 3-9)
 - b. Resolution approving 2018-2027 STIP/MPO TIP Amendment #18-2 (p. 10-13)
 - c. Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-5 (p. 14-15)
 - d. Resolution supporting Targets for Performance Measures Established By NCDOT (p. 16-38)
 - e. Resolution supporting the North Carolina Ports Authority's BUILD grant application for the modernization to the Container Gate Complex at the Port of Wilmington (p. 39)
 - f. Opening of the 30-day public comment period for 2018-2027 STIP/MPO TIP Amendment #18-3 (p. 40-41)
- 8) Regular Agenda
 - a. Resolution requesting the North Carolina Department of Transportation accelerate the Rail Improvement Project to the CSX Rail line in Wilmington the Draft 2020-2029 State Transportation Improvement Program (p. 42-43)

Wilmington Urban Area Metropolitan Planning Organization

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- b. Resolution supporting the allocation of Direct Attributable funds to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center (p. 44-48)
 - 9) Discussion
 - a. Bike Share Update (p. 49-50)
 - b. 2018-2027 STIP/MPO TIP Administrative Modification #18-6 (p. 51-52)
 - c. Prioritization 5.0 Draft Regional Impact Scores (p. 53-59)
 - d. Cape Fear Moving Forward 2045 Project Submittal Form (p. 60-61)
 - 10) Updates
 - a. MPO Staffing
 - b. Crossing over the Cape Fear River (p. 62)
 - c. Wilmington Urban Area MPO (p. 63-69)
 - d. Wilmington Urban Area MPO's Metropolitan Transportation Plan
 - e. Cape Fear Public Transportation Authority (p.70-72)
 - f. NCDOT Division (p. 73-83)
 - g. NCDOT Transportation Planning Division (p. 84-85)
 - 11) Announcements
 - a. NCDOT Military Cutoff Road/Eastwood Road- June 25th
 - b. NCDOT College Road Improvements- June 28th
 - 12) Closed Session
 - 13) Next meeting – July 25, 2018

Attachments

- Board Meeting Minutes- May 23, 2018
- Proposed 2018-2027 STIP/MPO TIP Amendment #18-2
- Resolution approving 2018-2027 STIP/MPO TIP Amendment #18-2
- Proposed 2018-2027 STIP/MPO TIP Administrative Modification #18-5
- Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-5
- NCDOT Transportation Performance Management
- FHWA Target Transmittal Letter
- Resolution supporting Targets for Performance Measures Established By NCDOT
- Resolution supporting the North Carolina Ports Authority's BUILD grant application for the modernization to the Container Gate Complex at the Port of Wilmington
- Proposed 2018-2027 STIP/MPO TIP Amendment #18-3
- Resolution requesting the North Carolina Department of Transportation accelerate the Rail Improvement Project to the CSX Rail line in Wilmington the Draft 2020-2029 State Transportation Improvement Program
- Letter and Resolution from the Cape Fear Public Transportation Authority
- Memorandum from the Wilmington Urban Area MPO regarding the MPO's Direct Attributable Funds
- Resolution supporting the allocation of Direct Attributable funds to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center
- Bike Share Memorandum
- Proposed 2018-2027 STIP/MPO TIP Administrative Modification #18-6
- Prioritization 5.0 Draft Regional Impact Scores
- E-mail from NCDOT
- Cape Fear Moving Forward 2045 Memorandum and Project Submittal Form
- Cape Fear River Crossing Update (June)
- Wilmington MPO Project Update (June)
- Cape Fear Public Transportation Authority Update (June)
- NCDOT Division Project Update (June)
- NCDOT Transportation Planning Division Project Update (June)



Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, May 23, 2018

Members Present

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

Others Present

Mike Kozlosky, Executive Director, WMPO
Kerry Morrow, NCDOT
Kirsten Spirakis, NCDOT

1. Call to Order

Mr. Piepmeyer called the meeting to order at 3:03 p.m.

2. Conflict of Interest Statement

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 Absences

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

Mr. Williams made a motion to excuse the absence of Ms. Slattery. Mr. Rivenbark seconded the motion, and it carried unanimously.

4. Approval of the Agenda

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

5. Public Comment Period

No public comment speakers were present.

6. Presentations

a. NCDOT Corridor Master Plans – Kerry Morrow, NCDOT

Ms. Morrow gave an overview of the NCDOT Corridor Master Plans. She stated that Strategic Transportation Corridors consist of 25 multimodal corridors that form a critical network of transportation facilities in North Carolina. She added that these corridors move most of the freight and people across different regions and into key markets, both in and out of the state. She noted that the purpose of this data driven effort, which was adopted in 2015, was system connectivity, mobility and economic prosperity.

Ms. Morrow stated that prior to 2015, 55 strategic corridors had been identified and were mainly highway-focused. She noted that the current policy is streamlined to develop a multimodal, collaborative vision with planning partners. She displayed a map with various color-coded types of facilities.

Mr. Tyler Bray, Project Lead, Atkins, gave an overview of the study area, public outreach, plan deliverables and next steps. He noted that the corridor travels through the Wilmington MPO, Cape Fear RPO, Lumber River RPO, Mid-Carolina, Rocky River RPO, Charlotte Regional TPO, Gaston-Cleveland-Lincoln MPO, and Isothermal RPO.

Mr. Bray stated that the process was started at the beginning of 2017 to develop a scope of work and determine corridors that could be bundled together to serve a similar purpose regionally across North Carolina. He noted that he and his team travelled the entire length of the 275-mile corridor including alternate routes, business routes, and parallel roads in order to get an idea of land uses, access, people, concepts, limitations, challenges and opportunities. He added that the focus was on travel experience, wayfinding, major connections, and physical and natural environmental constraints.

Mr. Bray stated that the corridor is a primary freight route from Wilmington to Charlotte, and provides connections to every major highway across the state. It includes varying facility types with a freeway/interstate focus to the east, and provides direct freight movement from the port of Wilmington to the intermodal port in Charlotte. It also connects two major airports (Wilmington and Charlotte-Douglas), and urban and rural centers throughout this entire corridor.

Mr. Piepmeyer expressed concerns regarding the range of speed limits from 55 to 70. Mr. Bray responded that this would be considered.

In response to an inquiry by Mr. Anderson, Mr. Bray stated that progress on the Monroe Bypass is fairly advanced. He noted, however, that many TIP projects exist along the corridor in varying stages of completion that will benefit from the master plan.

Mr. Bray stated that his team will review previous studies, STIP projects, environmental layers, local land use plans, travel demand models, different modes and plans, planning organization and transportation plan performance measures, travel markets and freight flows throughout the corridor.

Mr. Bray stated that the Corridor Steering Committee consisting of representatives from MPOs and RPOs, every DOT division and branch, Federal Highway Administration and partners such as freight generators and other stakeholders met in March. He noted that meetings at MPOs and RPOs are planned to discuss master plan objectives, and later to present recommendations. He added that stakeholder engagement will include the Wilmington International Airport, military installations, colleges and universities, large businesses, emergency management, public transit, and chambers of commerce through surveys, workshops, and one-on-one interviews, when necessary. He noted that the process will focus on engaging stakeholders; although the public will have an opportunity to see everything and comment on it.

Mr. Bray stated that the end results include a corridor map and profile to address major items, a problem statement for sub corridors, recommendations for access management along the corridor, a conditions report, and strategies and recommendations report. He noted that other deliverables may include recommendations for facility type, UDO and land use changes, interim strategies, accommodations for different types of facilities, and sub corridors. He suggested that additional studies might be done on specific issues.

Mr. Bray stated that stakeholder surveys and data collection have started and will proceed throughout the summer. He noted that this will be followed by an update with potential recommendations in the winter, and drafts and final plans by next year.

A brief question/answer and discussion period was held. Mr. Williams expressed interest in designating US-74 as a future interstate, and in a Wadesboro Bypass.

b. Emerging Technologies/Trends for Public Transportation – Jason O'Brien, WMPO

Mr. O'Brien gave a presentation on public transportation trends, the third in the series on emerging technologies. He reminded members that the expected rapid transformation of technology is expected to have a dramatic impact on transportation during the upcoming planning cycle.

Mr. O'Brien gave an overview of reasons for public transit (mainly to address capacity), and compared each type. He noted that emerging trends include light rail, commuter rail, and Personal Rapid Transit (PRT), and gave a brief overview of the role of each.

Mr. O'Brien stated that the oldest and most extensive PRT system in the U.S. has been operating continuously since 1975 in Morgantown, West Virginia. He added that that PRT offers three different modes of operation. Most experts agree that the future of transit will focus on management and operation to maximize existing investments, rather than on large transit projects. He noted that another example of PRT is the 2½-mile system at Heathrow Airport, London, and displayed videos of cutting edge PRT systems.

Mr. O'Brien gave the following statistics regarding capacity:

- **Traffic jam:** 2,000 vehicles per lane per hour;
- **Four-person PRT line:** 7,200 passengers/hour;
- **Grade separated light rail:** 15,000 passengers/hour;
- **Heavy rail/subway lines:** 50,000 passengers/hour.

Mr. O'Brien stated that Bus Rapid Transit (BRT) systems have a capacity and cost somewhere between those of bus and a rail systems. He noted that BRTs have a dedicated right-of-way, are immune from traffic jams, and often have signal preemption. He pointed out that BRTs are also more attractive to choice riders and spur economic development similar to light rail.

Mr. O'Brien emphasized the importance of feeder systems for transit, especially in areas of lower population density. He pointed out that these systems connect geographic areas around transit stations, and are optimal for last mile connectivity. Feeder systems include park-and-rides, bicycle and pedestrian facilities, fixed route circulators (smaller buses and shuttles), demand response (ride hailing), hybrid systems with fixed route deviation and PRTs.

Mr. O'Brien gave an overview of trends such as the decrease in driving behavior aided by social networking sites and smartphone apps. He commented that according to most experts, transit systems that take advantage of new technologies will remain competitive.

A brief question/answer and discussion period was held.

7. Consent Agenda

- a. **Approval of WMPO Board Meeting Minutes – April 18, 2018**
- b. **Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-4**
- c. **Resolution authorizing the Executive Director to enter into a Performance Management Agreement with the North Carolina Department of Transportation, Cape Fear Public Transportation Authority, Brunswick Transit System, Inc. and Pender Adult Services, Inc.**
- d. **Resolution authorizing the Executive Director to enter into an agreement with the Law Office of Matthew A. Nichols for General Legal Representation**
- e. **Opening of the 30-day public comment period for 2018-2027 STIP/MPO TIP Amendments 18-2**

Mr. Barfield made the motion to approve Consent Agenda, seconded by Mr. Ellen, and the motion carried unanimously.

8. Regular Agenda

- a. **Resolution Supporting the Build NC Initiative**

Mr. Kozlosky stated that NCDOT has proposed legislation to allow the state to sell bonds backed by the Highway Trust to accelerate project delivery on Regional Impact and Division Needs projects. He noted this resolution will support NCDOT's efforts. He added that the General Assembly will decide if it will go on the ballot.

Mr. Williams noted that the Association of County Commissioners is advocating for a statewide school bond and expressed concerns regarding multiple bonds on the ballot.

Mr. Barfield made a motion to approve the Resolution Supporting the Build NC Initiative. Ms. Batleman seconded the motion, and it carried unanimously.

In response to an inquiry by Mr. Williams, Mr. Kozlosky stated that he would inform the Board of any referendums on the ballot.

- b. **Resolution Supporting the Naming of the Cape Fear River Bridge on the I-140 Bypass in Honor of Louis Bobby Brown**

Mr. Kozlosky stated that both New Hanover County and the Town of Navassa have adopted resolutions that have been included in the agenda packet. He noted that this resolution would signify the MPO Board's support of the bridge naming.

Mr. Barfield made a motion to approve the Resolution supporting the naming of the Cape Fear River Bridge on the I-140 Bypass in honor of Louis Bobby Brown. Mr. Shuttleworth seconded the motion, and it carried unanimously.

- c. **Opening of the 30-day public comment period for the Prioritization 5.0 Draft Regional Impact Projects**

Mr. Kozlosky stated that an updated draft point assignment has been distributed to members.

Ms. Lorenzo explained that some minor changes have been made to the draft point assignment included in the Board's agenda packet. She noted that adjustments have been made to reflect points awarded last Friday by the Cape Fear RPO to a few of the projects that it shares with the MPO, as follows:

- US 74/76 upgrade project in Brunswick County from Maco Road to Mt. Misery Road (11 additional points for 89 points total);
- Two ferry projects (50 additional points each); and
- Wallace to Castle Hayne Rail Corridor Connector (no additional points).

A question/answer and discussion period was held. Mr. Williams and Mr. Rivenbark spoke in favor of assigning points to the Wallace to Castle Hayne Rail Corridor Connector.

Following further discussion, Mr. Watkins made the motion to open of the 30-day public comment period for the Prioritization 5.0 Draft Regional Impact Projects. Mr. Anderson seconded the motion, and it carried unanimously.

9. Discussion

a. Hampstead Bypass Route Designation

Mr. Kozlosky reminded members that on March 29, 2017 the Board adopted a resolution requesting that the Department of Transportation designate the Hampstead Bypass as US-17 Business and retain US-17 on the existing route. He noted that after consideration, the Department determined that the Military Cutoff Road Extension and the Hampstead Bypass should be designated as NC-417 from Market Street to the northern interchange in Pender County. He added that the existing route through Hampstead would also retain the US-17 designation.

Ms. Spirakis distributed a map to members.

Mr. Piepmeyer stated that residents and businesses along US-17 expressed concerns regarding having to change their addresses. He noted that NC-417 designation was a result of these discussions.

Mr. Watkins pointed out that this will not affect addresses along Market Street in New Hanover County.

Mr. Williams expressed concerns regarding neighborhoods impacted by noise resulting from any elevated facility.

Mr. Watkins requested an electronic version of the map.

b. Wilmington Model Base Year Socio-economic Data Projections

Ms. Sarder gave a brief overview of the methodology for the recently completed 2015 base year socio-economic data (population and employment). She noted that the MPO established a steering committee of TCC members representing all three counties to verify the data.

Ms. Sarder stated that employment data collected from InfoUSA was sent to the MPO for verification. She noted that an intern at the MPO contacted employers with more than 50 employees to verify their data. She added that the steering committee was generally satisfied with the data, questioning only a few of the Traffic Analysis Zones (TAZ). She noted that maps with this data have been included in the agenda packet.

Ms. Sarder stated that population data was collected initially from the ACS (American Community Survey), which is an estimate only. She noted that the steering committee was generally satisfied with the data at the county level; but not at the Census block or TAZ level. She added that the committee provided parcel tax data for new housing units from 2010 to 2015, which was added to 2010 Census data with an occupancy rate applied (also

from the Census), and was satisfied with the result at the TAZ level. She noted that the result was also close when compared to the county ACS data. She offered to breakout more specific data upon request.

Ms. Sarder stated that the next step would be to develop the 2045 socio-economic data projections. She noted that the steering committee has started to provide input on areas of low, medium and high growth for the TAZs. She added that model completion is expected by the end of July for the CAC to start testing projects for the 2045 Plan.

A question/answer and discussion period was held.

In response to an inquiry by Mr. Rivenbark, Mr. Kozlosky stated that this information is shared with the Cape Fear Public Utility Authority.

c. 2018 BUILD Transportation Grant

Mr. Kozlosky stated that Federal Highway Administration has announced the 2018 BUILD Transportation Grant, which replaces the TIGER Grant of the previous administration. He noted that the BUILD Grant provides \$1.5 billion in available funds with a maximum award of \$25 million per transportation project, and requires a 20% local match. He added that a reduced local match is available for local jurisdictions in an effort to distribute more money at the local level.

Mr. Kozlosky stated that applications are due on July 19th. He noted that the MPO does not anticipate applying for the grant; although, it will support any jurisdiction interested in this funding opportunity. He added that a resolution will be brought to the Board at its next meeting if the Ports decide to submit an application.

d. Cape Fear Crossing Project- Direct Attributable Funding

Mr. Kozlosky reminded members that in February of 2017 the Board discussed five potential options for the expenditure of remaining Direct Attributable (DA) funding. He noted that the Board voted to purchase two Compressed Natural Gas vehicles, allocate \$750,000 to the Cape Fear Crossing Project, and to keep \$1,057,913 in reserve.

Mr. Kozlosky stated that DOT had estimated that to determine the Least Environmental Damaging Practicable Alternative (LEDPA) would range in cost from \$1.5 million to \$1.8 million. He noted that the Department has requested the remaining \$750,000 to identify the LEDPA. He reminded the Board that the state has a policy to discontinue work on projects that are not included the State Transportation Improvements Program. He noted that the state will provide the 20% match if the MPO decides to provide the remaining \$750,000.

In response to an inquiry by Ms. Batleman, Mr. Kozlosky stated that approximately \$10.5 million has been spent on the environmental studies to date.

Ms. Batleman expressed concerns and requested a breakdown of spending.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky proposed to split fund the amount over two years. He noted that if all of projects were to go to bid at this time, \$400,000 in funds would remain in the current fiscal year until October 1st; and \$3 million is expected in the next fiscal year.

Following for further discussion, Mr. Watkins made a motion to provide up to and no more than \$750,000 over two years, and to ask for an accounting of money spent to date, and

how it will be spent in the future. The motion was seconded by Mr. Miller, and it carried unanimously.

In response to an inquiry by Mr. Shuttleworth, Mr. Kozlosky stated that NCDOT anticipates providing a draft environmental impact study in September of 2018; the corridor public hearings in October of 2018; a preferred alternative in January of 2019; a final environmental impact statement in November of 2019; and a Record of Decision in March of 2020.

e. Bike Share Update

Ms. Lorenzo stated that in early May, the Bike Share Selection Committee invited three of the four respondents to the Request for Proposals to give presentations. Afterwards, the committee followed up with some questions, which have been answered. She noted that the committee will meet on May 30th to determine the final recommendation.

Mr. Anderson expressed concerns regarding the lack of aesthetic control with dock less options. Ms. Lorenzo responded that two of the companies require locked docking. She noted that all three offer a no cost option.

f. 2018-2027 STIP/MPO TIP Administrative Modifications #18-5

Mr. Kozlosky stated that the proposed STIP modifications are for information purposes only, and will be brought back for consideration at the next meeting of the Board.

9. Updates

a. MPO Staffing

Mr. Kozlosky introduced new Transportation Demand Management Planner, Nick Cannon. Mr. Cannon expressed appreciation and gave a brief overview of his professional experience.

Mr. Kozlosky stated that starting on July 9th the MPO will be fully staffed with the addition of an Associate Transportation Planner from Santa Cruz, California.

Mr. Kozlosky noted that all other updates are included in the agenda packet.

10. Announcements

Mr. Kozlosky stated that the Board of Transportation will meet on June 27th and 28th in Wilmington to consider the ferry toll increase that the MPO Board and the Cape Fear RPO have supported on numerous occasions. He proposed that the Board consider some interaction with the Board of Transportation following the MPO meeting of June 27th.

11. Adjournment

With no further business, the meeting was adjourned at 4:32 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 Amendments to the 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #18-02 (May 2018)

* AV-5795
NEW HANOVER
PROJ.CATEGORY
STATEWIDE
WILMINGTON INTERNATIONAL (ILM), EXPAND
THE GENERAL AVIATION APRON.
**PROGRAMMED FOR PLANNING AND
ENVIRONMENTAL STUDY ONLY TO EXPEDITE
DELIVERY OF NEW STI PROJECT.**

* AV-5796
NEW HANOVER
PROJ.CATEGORY
STATEWIDE
WILMINGTON INTERNATIONAL (ILM), INCREASE
WIDTH OF ALL TAXIWAYS.
**PROGRAMMED FOR PLANNING AND
ENVIRONMENTAL STUDY ONLY TO EXPEDITE
DELIVERY OF NEW STI PROJECT.**

* AV-5798
NEW HANOVER
PROJ.CATEGORY
STATEWIDE
WILMINGTON INTERNATIONAL (ILM), TAXIWAY
IMPROVEMENTS.
**PROGRAMMED FOR PLANNING AND
ENVIRONMENTAL STUDY ONLY TO EXPEDITE
DELIVERY OF NEW STI PROJECT.**

* AV-5799 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), WIDEN NORTHSOUTH TAXIWAY SYSTEM. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* AV-5801 NEW HANOVER PROJ.CATEGORY STATEWIDE	WILMINGTON INTERNATIONAL (ILM), EXPANSION OF AIR CARRIER APRON. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* AV-5885 NEW HANOVER PROJ.CATEGORY STATEWIDE	ILM - WILMINGTON INTERNATIONAL AIRPORT, REHABILITATE RUNWAY. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>

* AV-5886 NEW HANOVER PROJ.CATEGORY STATEWIDE	ILM - WILMINGTON INTERNATIONAL AIRPORT, TAXIWAY J IMPROVEMENTS <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>
* P-5740 NEW HANOVER PROJ.CATEGORY STATEWIDE	CSX SE LINE, TIE AND RAIL REHABILITATION. IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CURVE RE-ALIGNMENTS AND UPGRADE SWITCH OPERATIONS. CLOSE AND IMPROVE VARIOUS EXISTING AT GRADE CROSSINGS. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI PROJECT.</u>

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENT #18-2 TO THE
2018-2027 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2018-2027 State Transportation Improvement Program on August 3, 2017 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on August 30, 2017; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2018-2027 State/MPO Transportation Improvement Programs for Amendment #18-2; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2018-2027 State/MPO Transportation Improvement Programs for Amendment #18-2.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 27, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Modification # 18-5 (May 2018)

U-5710A NEW HANOVER PROJ.CATEGORY STATEWIDE	NEW LOCATION, FROM SR 1409 (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US-74 (EASTWOOD ROAD). CONSTRUCT ROADWAY ON NEW LOCATION. <u>SEGMENT INTO 2 SECTIONS AND ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 FOR SEGMENT "A" .</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2019 - \$1,970,000 (T) FY 2019 - \$75,000 (T) FY 2021 - <u>\$2,900,000</u> (T) \$4,945,000
U-5732 PENDER PROJ.CATEGORY REGIONAL	US 17, SR 1582 (WASHINGTON ACRES ROAD) TO SR 1563 (SLOOP POINT LOOP ROAD). CONVERT TO SUPERSTREET. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2018 - \$19,600,000 (T) FY 2018 - \$11,600,000 (T) FY 2021 - \$12,550,000 (T) FY 2022 - <u>\$12,550,000</u> (T) \$56,300,000
U-5914 BRUNSWICK DIVISION PROJ.CATEGORY	NC 133, US 17/US 74/US 76 TO SR 1554 (OLD RIVER ROAD). MODERNIZE ROADWAY. <u>ADD RIGHT-OF-WAY IN FY 19 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2019 - \$173,000 (T) FY 2020 - <u>\$1,600,000</u> (T) \$1,773,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATION #18-5 TO THE
2018-2027 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

WHEREAS, the North Carolina Board of Transportation adopted the 2018-2027 State Transportation Improvement Program on August 3, 2017 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on August 30, 2017; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2018-2027 State/MPO Transportation Improvement Programs for Administrative Modification #18-5.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2018-2027 State/MPO Transportation Improvement Programs for Administrative Modification #18-5.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 27, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

What is Transportation Performance Management (TPM)

A strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals



MAP-21 (2012) established the Federal framework for TPM and the FAST Act (2015) codified the process and requirements for USDOT, State DOTs, transit providers, and MPOs.

- ☐ NCDOT has an existing data-driven TPM process that includes Strategic Transportation Investments (STI) and tracking of organization and system performance.
- ☐ TPM is intended to create a data-driven process within transportation planning and programming, answering: **where do we want to go, how are we going to get there, what will it take, and how did we do?**





MAP-21 & FAST Act – TPM Rulemakings

TPM-Related Rules	Regulatory Chapter	
Statewide and Non-Metropolitan Planning; Metropolitan Planning	23 CFR 450 & 771, 49 CFR 613	Establishes goals and TPM framework
Safety Performance Measures (PM1)	23 CFR 490 (Subpart A & B)	Highway Safety: Data collection, reporting, target setting and programming approach
Highway Safety Improvement Program (HSIP)	23 CFR 924	
Highway Asset Management Plans for NHS	23 CFR 515 & 667	Highway Assets: Data collection, reporting, target setting and programming approach
Pavement and Bridge Condition Measures (PM2)	23 CFR 490 (Subpart A, C & D)	
Performance of the NHS, Freight, and CMAQ Measures (PM3)	23 CFR 490 (Sub. A, E, F, G, H)	System Performance: Reporting and target setting for highway mobility, freight, and emissions
Transit Asset Management Rule	49 CFR 625, 630	Transit Assets: Data collection, reporting, target setting and programming for FTA recipients

TPM Rules for USDOT:

- ☐ Establish measures; identify data sources; define metrics
- ☐ Report to Congress
- ☐ Stewardship and oversight

TPM Rules for States & MPOs:

- ☐ Interagency coordination
- ☐ Establish targets
- ☐ Support national goals and consider measures and targets in long range plans
- ☐ Report progress to USDOT (States)



TPM Target Setting Organization

Technical Process

Establish
baseline

Analyze
trends

Factors
and risks

Target
parameters

Forecast
performance



Business Process

Set roles/
responsibilities

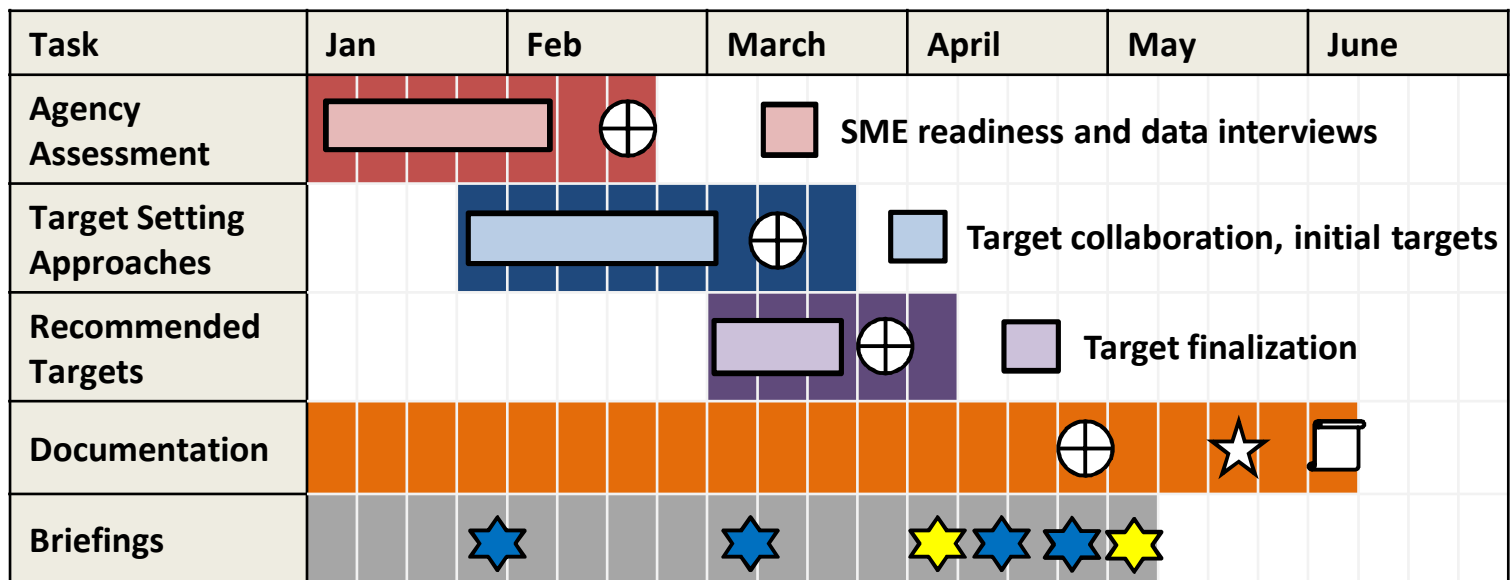
Define target
purpose

Benchmark
to peers

Consider
stakeholders



In October 2017, NCDOT Transportation Planning Division (TPD) started to compile data and organize internal and external partners to address the TPM requirements. The process included regular coordination with a Work Group and Subject Matter Experts as well as collaboration with FHWA to confirm requirements and with Metropolitan Planning Organizations to ensure their role within the process. This integrated approach helped develop targets - based on the latest available data and federal guidance - to support a technical and business process. NCDOT leadership provided strategic direction to staff at key milestones.



- ⊕ Work Group Meeting
- ★ Briefings (External / Exec)
- ☆ Target submission to FHWA
- ★ Briefings (BOT)
- 📅 NCDOT TPM Process Report



TPM Target Setting Process

Assess...

Baseline NCDOT preparedness,
current practice, data and tool gaps

**Evaluate Possible
Targets...**

Performance trends, internal and
external factors, analysis tools, future
projections, target setting process

**Recommend
Targets....**

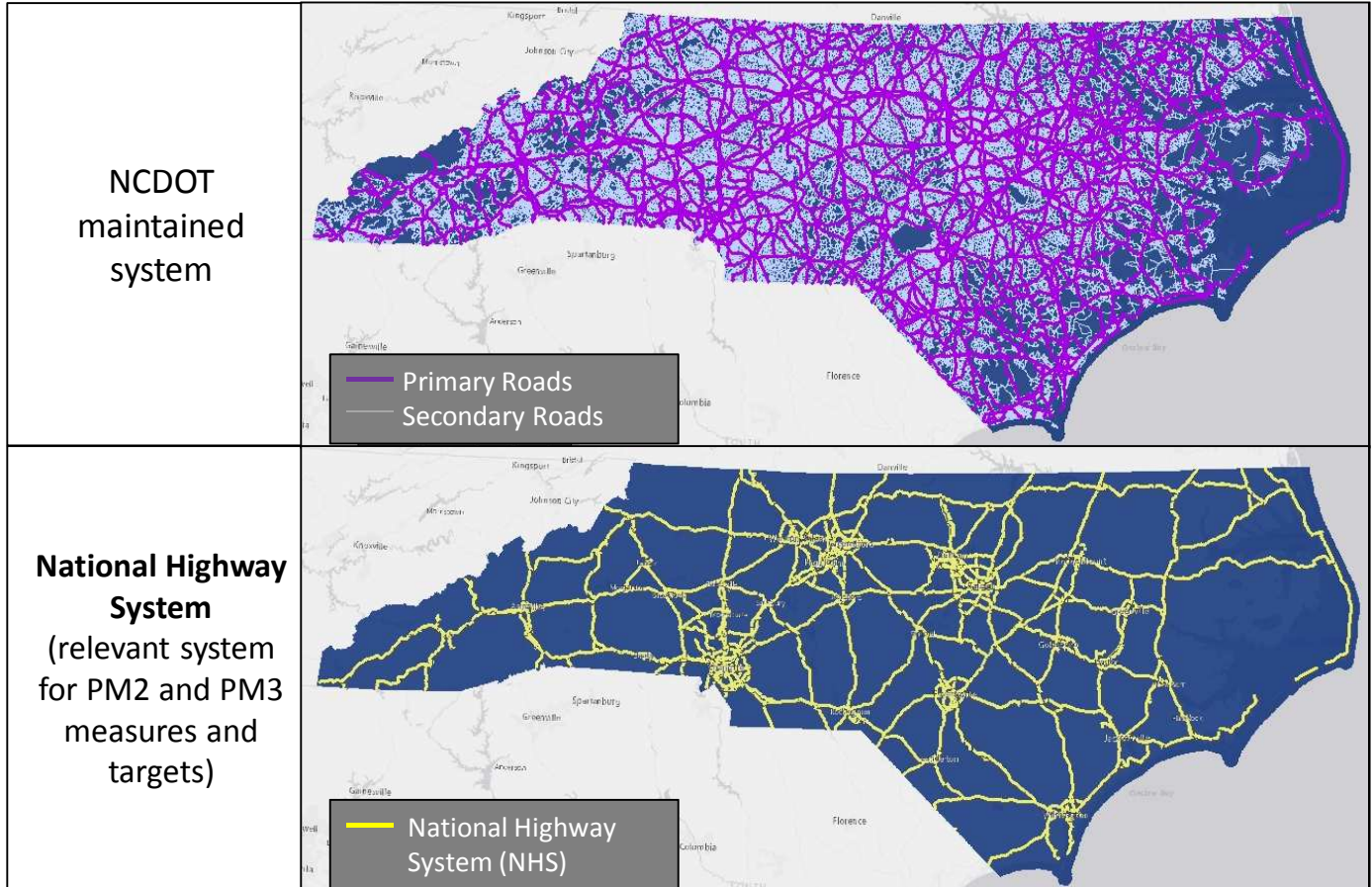
2 & 4-year numerical targets,
leadership and stakeholder review,
refinement and rationale

Document...

Steps, decisions, process
evolution/documentation

This process supports a transparent, repeatable, and engagement based approach understood by NCDOT stakeholders, including the MPOs. It enables approach streamlining into the future – as the federal process is continuous, with system performance tracking occurring annually and target setting revisited biannually.

System Definition



NC Designation Route Miles		% NHS Route Miles
Primary	13,785	30%
Secondary	64,831	0.3%
Interstate	1,340	100%
Total	79,956	7%

Note: values rounded for approximation

7.0% NHS route mile share of total NCDOT maintained miles



TPM (FHWA & FTA) Measures & Targets

17 total FHWA measures (PM1, 2, 3)

- Describes the applicability of the measures
- Identifies data needed to support measures
- Includes target due dates
- Describes performance period, reporting requirements and timeline
- Defines significant progress determination

Performance measure: an expression based on a metric used to establish targets and to assess progress toward targets

Target: a quantifiable level of performance or condition to be achieved within a time period

	Final Rules (FHWA – 23 CFR 490)	States Set Targets By	NCDOT Status
FHWA	PM1 – Safety (5 measures)	Aug. 31, 2017	✓ Completed – 2018 targets established in Highway Safety Improvement Program (HSIP)
	PM2 – Pavement/Bridge (6 measures)	May 20, 2018	✓ Completed – Pending submission to FHWA, NCDOT set 2-year and/or 4-year targets
	PM3 – System Performance (6 measures)	May 20, 2018	✓ Completed – Pending submission to FHWA, NCDOT set 2-year and/or 4-year targets
FTA	Transit Assets	Jan. 1, 2017	✓ Completed – 2017 targets and Transit Asset Management Plan

PM1 - Highway Safety Performance Measures

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

FY2018 targets adopted
Targets set annually

PM2 – Pavement/Bridge Performance Measures

6. % of pavements on the Interstate system in good condition
7. % of pavements on the Interstate system in poor condition
8. % of pavements on the non-Interstate NHS in good condition
9. % of pavements on the non-Interstate NHS in poor condition
10. % of NHS bridges classified as in good condition
11. % of NHS bridges classified as in poor condition

2019 and 2021 statewide targets set

PM3 - System Performance / Freight / CMAQ Performance Measures

12. % of person miles on the Interstate system that are reliable
13. % of person miles on the non-Interstate NHS that are reliable
14. % of Interstate mileage providing for reliable truck travel times
15. Annual hours of peak-hour excessive delay per capita
16. Percent of non-single occupant vehicle travel
17. Total emissions reduction (CMAQ projects)

2019 and 2021 statewide targets set

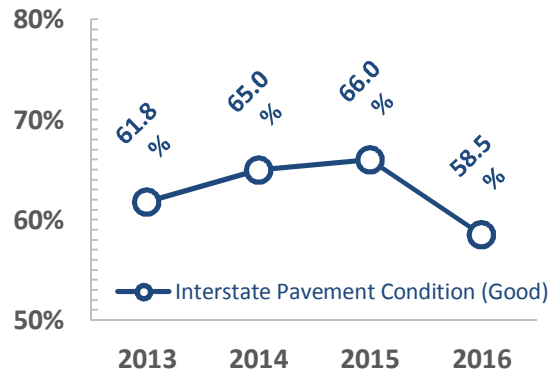
Interstate Pavement Condition (Good)

PM2 Measure:

Percentage of Interstate pavement in "Good" condition:

Total interstate lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.



4-Year Target
(1/1/2018 – 12/31/2021)

37.0%

% of Interstate pavement in Good condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions

- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. fair

Accountable

- Pavement Management Unit, Division of Highways
- Note, the actual 2-year condition (2018 and 2019) will become the baseline condition for the first performance period for this measure.

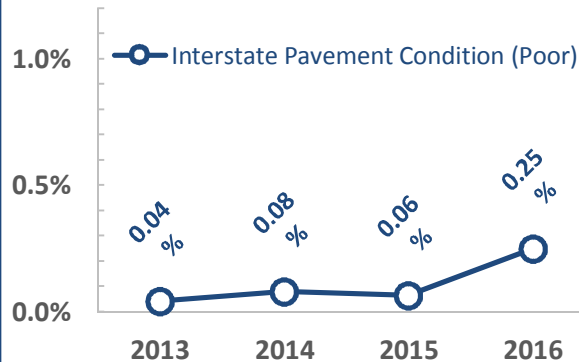
Interstate Pavement Condition (Poor)

PM2 Measure:

Percentage of Interstate pavement in "Poor" condition:

Total interstate lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:



Target set below minimum 5% federal threshold for "poor" condition. Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.



4-Year Target
(1/1/2018 – 12/31/2021)

2.2%

% of Interstate pavement in Poor condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions

- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. poor

Accountable

- Pavement Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 5% of Interstate pavement is rated in Poor condition for any year, the State must obligate NHPP funds and transfer STP funds to improve pavement.

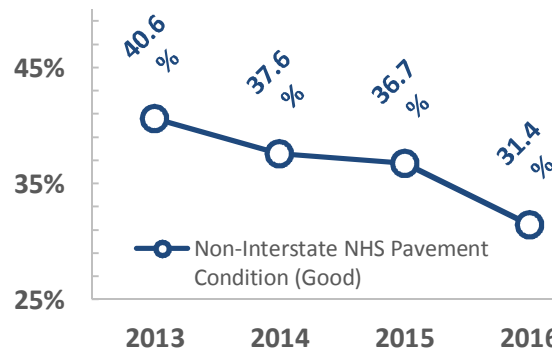
Non-Interstate NHS Pavement Condition (Good)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in "Good" condition:

Total non-Interstate NHS lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data "noise" is magnified on Non-Interstate (impacts larger number of miles).



2-Year Target
(1/1/2018 – 12/31/2019)

27.0% % of non-Interstate NHS pavement in Good condition



4-Year Target
(1/1/2018 – 12/31/2021)

21.0% % of non-Interstate NHS pavement in Good condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- 8.5% invalid data influence on trend analysis and target setting.

Assumptions

- Interstate system analysis concerns are magnified for the non-Interstate NHS network
- Restrictive use of chip seal treatment
- Difficult to keep good facilities "good" and to accurately track
- Timing and gaps of data collection and reporting

Accountable

- Pavement Management Unit, Division of Highways
- For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.

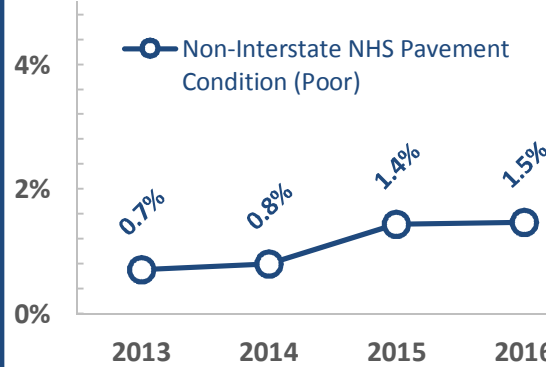
Non-Interstate NHS Pavement Condition (Poor)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in "Poor" condition:

Total non-Interstate NHS lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data "noise" is magnified on Non-Interstate (impacts larger number of miles).



2-Year Target
(1/1/2018 – 12/31/2019)

4.2%

% of non-Interstate NHS pavement in Poor condition



4-Year Target
(1/1/2018 – 12/31/2021)

4.7%

% of non-Interstate NHS pavement in Poor condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- 8.5% invalid data influence on trend analysis and target setting.

Assumptions

- Interstate system analysis concerns are magnified for the non-Interstate NHS network
- Restrictive use of chip seal treatment
- Timing and gaps of data collection and reporting

Accountable

- Pavement Management Unit, Division of Highways
- No minimum threshold requirement.
- For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.

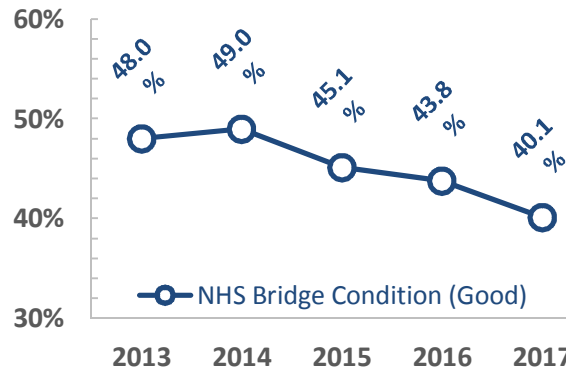
NHS Bridge Condition (Good)

PM2 Measure:

Percentage of NHS bridges by deck area classified in "Good" condition:

Total deck area of NHS bridges and culverts where all components (deck, superstructure, substructure for bridges) are assigned a condition rating of "Good" or better based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:



Percent of NHS bridge deck area in good condition has steadily decreased since 2013. Federal approach is different and more stringent compared to NCDOT Bridge Health Index, which tracks by structure and average condition (and shows an improving trend since 2013).



2-Year Target
(1/1/2018 – 12/31/2019)



4-Year Target
(1/1/2018 – 12/31/2021)

33.0% % of NHS bridges by deck area in Good condition

30.0% % of NHS bridges by deck area in Good condition

Approach

- Understand measure definition and underlying data, including differences with NCDOT Bridge Health Index (BHI).
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings of Transportation Asset Management Plan (TAMP) analysis and evaluation of bridges consistent with Federal measure.

Accountable

- Structures Management Unit, Division of Highways
- Takes into account the number of NHS bridge replacements expected over next 10 years.
- No minimum threshold requirement.

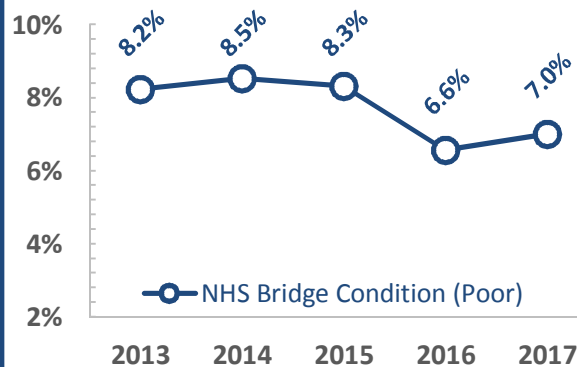
NHS Bridge Condition (Poor)

PM2 Measure:

Percentage of NHS bridges by deck area classified in "Poor" condition:

Total deck area of NHS bridges and culverts where one component (deck, superstructure, substructure for bridges) is assigned a condition rating of "Poor" based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:



Percent of NHS bridge deck area in poor condition has decreased since 2013. The Federal approach is comparable to the NCDOT percent Structurally Deficient bridges measure, enabling a comparison in performance trends.



2-Year Target
(1/1/2018 – 12/31/2019)

8.0%

% of NHS bridges by deck area in Poor condition



4-Year Target
(1/1/2018 – 12/31/2021)

9.0%

% of NHS bridges by deck area in Poor condition

Approach

- Understand measure definition and underlying data, including alignment with NCDOT % Structurally Deficient Bridges measure.
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings TAMP analysis and evaluation of bridges consistent with Federal measure.
- Target influenced by NCDOT 2030 goal and BMIP strategy

Accountable

- Structures Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 10% of NHS bridge deck area is rated in Poor condition for three consecutive years, the State must obligate NHPP funds for eligible bridge projects on the NHS.

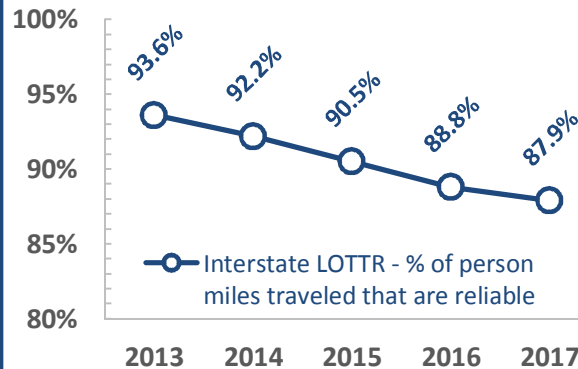
Interstate Travel Time Reliability

PM3 Measure:

Interstate LOTTR (Level of Travel Time Reliability):

Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

Performance Trend:



Since 2013, Interstate LOTTR in North Carolina has steadily decreased by 1.0% to 1.5% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by work zones.



2-Year Target
(1/1/2018 – 12/31/2019)

80.0%

Interstate percent of person miles traveled that are reliable



4-Year Target
(1/1/2018 – 12/31/2021)

75.0%

Interstate percent of person miles traveled that are reliable

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- Targets consistent with average annual 5-year trend of 1.5% per year decline through 2019, and steeper decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

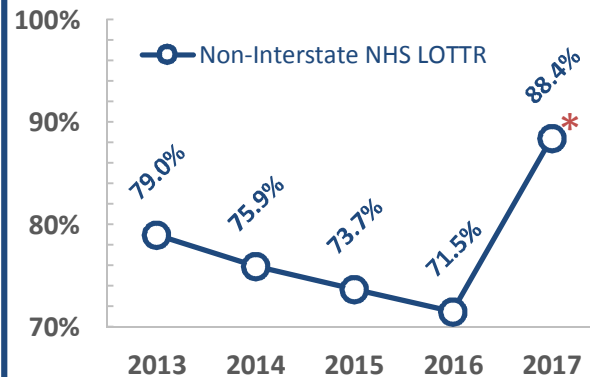
Non-Interstate NHS Travel Time Reliability

PM3 Measure:

Non-Interstate NHS LOTTR (Level of Travel Time Reliability):

Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

Performance Trend:



Since 2013, Non-Interstate NHS LOTTR in North Carolina has steadily decreased by 2.9% to 3.9% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by land use decisions and weekend travel.



4-Year Target
(1/1/2018 – 12/31/2021)

70.0%

Non-Interstate NHS percent of person miles traveled that are reliable

* **Note:** 2016 to 2017 data shift a result of FHWA vendor change and data expansion, not change in performance.

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Note the data vendor, collection, and process shift in 2017.

Assumptions

- Targets consistent with maximum past 5-year trend of 3.9% per year decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

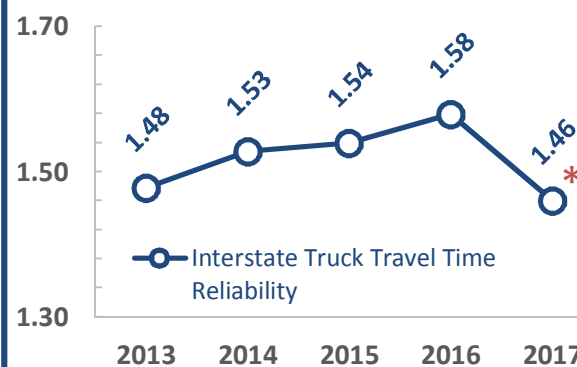
Truck Travel Time Reliability (Interstate)

PM3 Measure:

Interstate TTTR (Truck Travel Time Reliability):

Reliability measure based on the worst 95th percentile truck travel time v. 50th percentile truck travel time, sourced from in-vehicle GPS and fleet data) is averaged across the length of all Interstate segments.

Performance Trend:



Since 2013, Interstate TTTR in North Carolina has steadily increased by 1.7% annually. This trend is primarily impacted by continuing truck VMT growth and traffic incidents, and can also be impacted by work zones.

*2016 to 2017 data shift a result of FHWA vendor change.



2-Year Target
(1/1/2018 – 12/31/2019)

1.65 Interstate truck travel time reliability index



4-Year Target
(1/1/2018 – 12/31/2021)

1.70 Interstate truck travel time reliability index

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including work zones and project completions, weigh station locations, incident management, and truck volumes.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Increased data coverage in 2017 is primary driver for performance change

Assumptions

- Targets consistent with maximum past 5-year trend of 3.4% per year increase through 2019 and increasing trend through 2021.
- Related to decrease in LOTTR performance (TTTR focuses on the ratio, not the percent of travel).
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

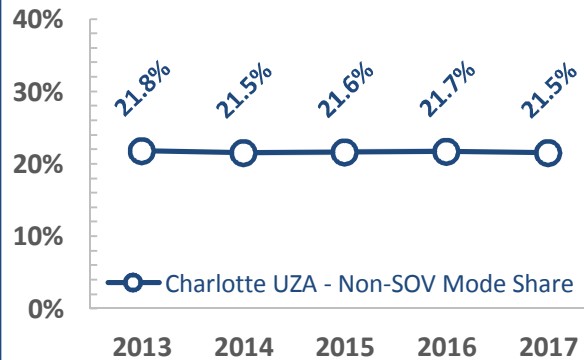
Congestion Mitigation & Air Quality – Non-SOV

PM3 Measure:

Percent of Non-Single Occupant Vehicle (Non-SOV) travel:

Percent of personal commute trips that occur by non-SOV mode within applicable urbanized areas (UZA). Applicable UZAs are: areas with population > 1 million, areas with NHS mileage, and areas in non-attainment or maintenance for criteria air pollutants.

Performance Trend:



Since 2013, commute trip non-SOV mode share in the Charlotte urbanized area has trended slightly downward, per the U.S. Census 5-year estimates in the American Communities survey.



2-Year Target
(1/1/2018 – 12/31/2019)

21.0% Non-SOV travel in the Charlotte urbanized area



4-Year Target
(1/1/2018 – 12/31/2021)

21.0% Non-SOV travel in the Charlotte urbanized area

Approach

- Applicable States and MPOs must set single, unified targets for the UZA.
- Considered external and internal factors impacting 2- and 4-year performance including VMT and population growth.
- Trend data sourced from the U.S. Census Bureau, American Communities Survey.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- Rapid population growth of the previous 4-years within the region will continue at a similar pace.
- STIP and TIP projects in the pipeline are unlikely to change the performance trend.
- Impact of managed lanes and transit expansion on SOV travel are uncertain; impacts are unlikely to be significant in the next two or four years.

Accountable

- Transportation Planning Division, Chief Deputy of the Secretary's Office
- FHWA will not make a significant progress determination for CMAQ measures.

Congestion Mitigation & Air Quality – PHED

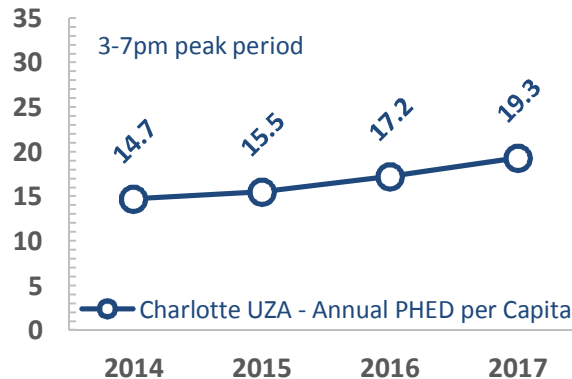
PM3 Measure:

Annual Hours of Peak-Hour

Excessive Delay (PHED) per Capita:

Where excessive delay is the added time spent in congested conditions (20 mph or 60% of posted speed limit) within applicable urbanized areas (UZA). Applicable UZAs are: areas with population > 1 million, areas with NHS mileage, and areas in non-attainment or maintenance for criteria air pollutants.

Performance Trend:



From 2014 to 2017, annual PHED per capita in the Charlotte UZA has steadily increased. Data is sourced from in-vehicle GPS and mobile sources through FHWA vendor.



4-Year Target
(1/1/2018 – 12/31/2021)

34.0

Annual hours of excessive delay per capita in the Charlotte urbanized area

Approach

- Applicable States and MPOs must set single, unified targets for the UZA.
- Considered external and internal factors impacting 4-year performance including VMT and population growth.
- Applies only to weekday peak periods (selected worst performing 4-hour peak period, 3-7 pm).

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- Rapid population growth of the previous 4-years within the region will continue at a similar pace.
- STIP and TIP projects in the pipeline are unlikely to change the performance trend.
- Minor benefits from project completions likely offset by new work zone impacts.

Accountable

- Transportation Planning Division, Chief Deputy of the Secretary's Office
- FHWA will not make a significant progress determination for CMAQ measures.

Congestion Mitigation & Air Quality – Emissions

PM3 Measure:

On-Road Emission Reduction from CMAQ Projects:

Total cumulative average daily emission reduction for applicable criteria pollutants for each MPO within an air quality non-attainment or maintenance area boundary. Individual MPO targets are summed to establish the statewide target.

Performance Trend:

2014-2017 Range (kg/day)

Pollutant	Low	High
CO	5.76	17.36
VOC	0.13	2.75
NOx	1.18	8.20

Emission benefits are highly variable from year to year and are dependent upon the CMAQ projects selected and implemented by local programs.

Source: CMAQ Public Access System - State DOTs enter project information into the system by March 1 for each CMAQ project funded in the previous Federal fiscal year.



2-Year Target (1/1/2018 – 12/31/2019)

CO: 11.522 kg/day
VOC: 0.252 kg/day
NOx: 2.360 kg/day

Total emissions reduction in Charlotte maintenance area



4-Year Target (1/1/2018 – 12/31/2021)

CO: 23.044 kg/day
VOC: 0.504 kg/day
NOx: 4.720 kg/day

Total emissions reduction in Charlotte maintenance area

Approach

- Measures cumulative 2-year and 4-year emission reductions for CMAQ funded projects
- Targets are set for the portion of the State and for each MPO within the maintenance area boundary
- Each MPO sets its own target; the State target is the sum of the MPO targets

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- CMAQ project schedules and authorization dates are uncertain and may change future targets based on data available at a later time.

Assumptions

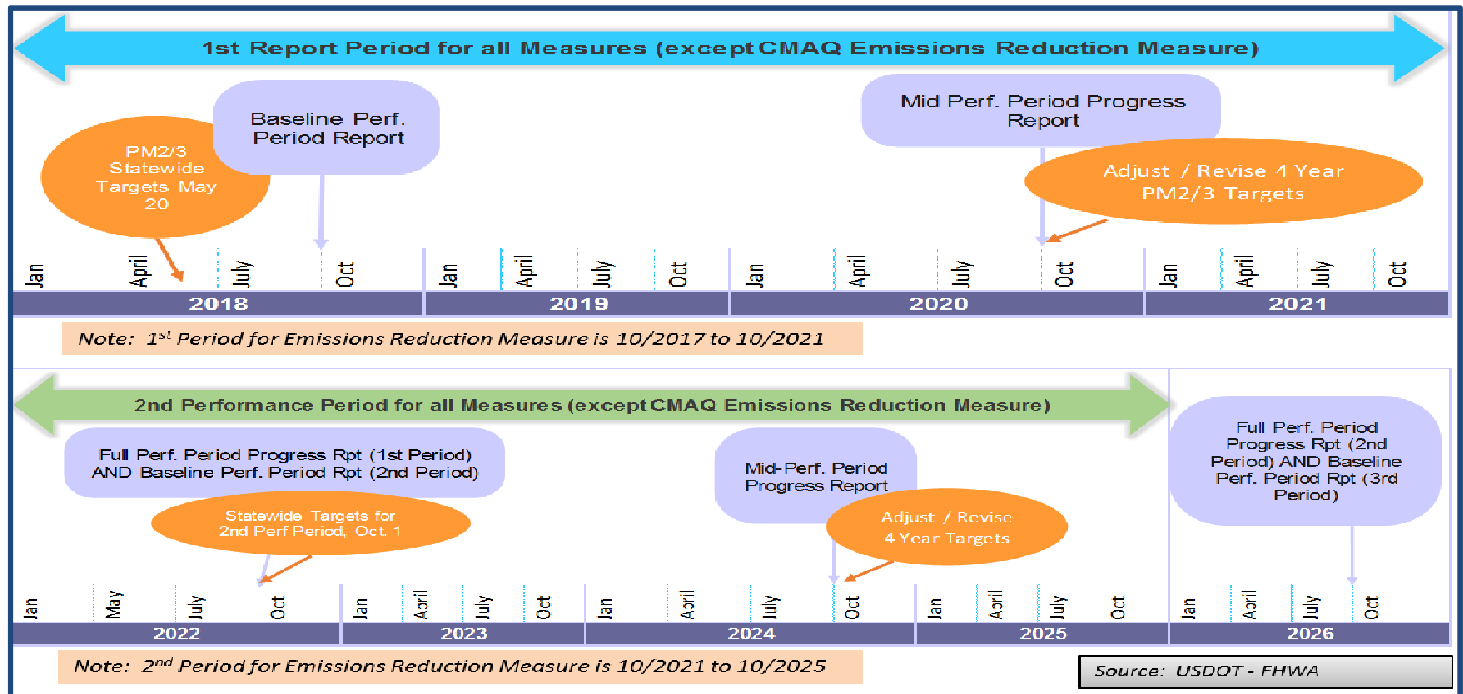
- Yearly emission benefits are highly variable dependent on project type and project delivery
- CMAQ project applications from 2016-2019 show improved emission benefits compared to the 2014-2017 authorized projects that informed target setting.

Accountable

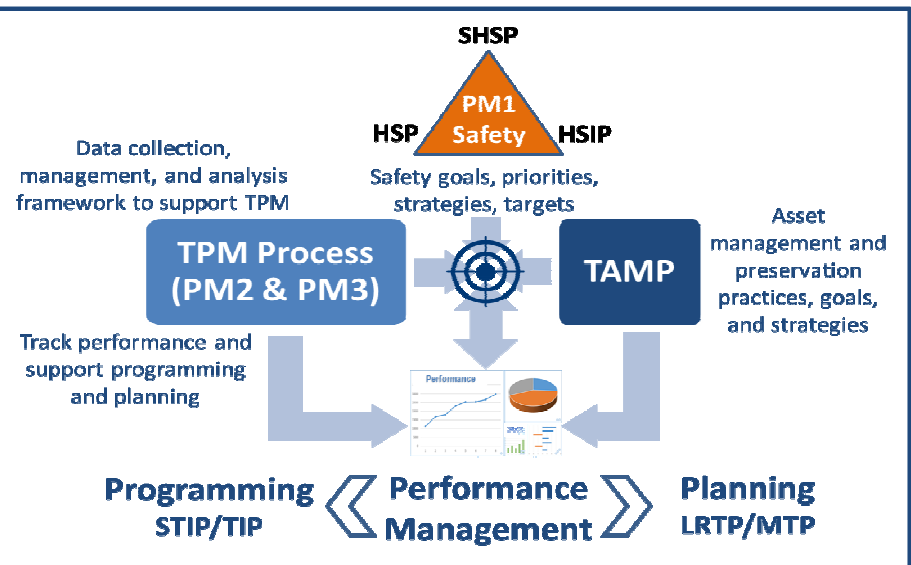
- Transportation Planning Division, Chief Deputy of the Secretary's Office
- FHWA will not make a significant progress determination for CMAQ measures.

Ongoing TPM Process and Reporting

The TPM process is continuous, requiring annual data submittals through Federal data systems and bi-annual review of performance and targets, both at the State and MPO level.



The TPM process is integrated with the statewide and metropolitan transportation planning and programming process. MAP-21 and the FAST Act establish planning requirements for State DOTs, MPOs, and transit operators that integrate TPM with the adoption of STIPs/TIPs and Long-Range Transportation Plans (LRTPs) / Metropolitan Transportation Plans (MTP).



For more information, contact:

Daryl Vreeland, Transportation Planning Division
dvreeland@ncdot.gov

Alpesh Patel, Cambridge Systematics
apatel@camsys.com



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 18, 2018

Mr. John Sullivan III, PE, Division Administrator
Federal Highway Administration
North Carolina Division
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

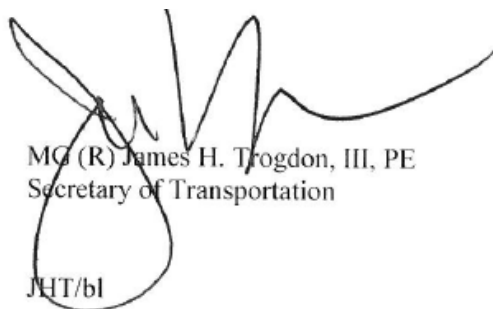
Subject: Transmittal of 1/1/18-12/31/21 2 and 4 year federally-required performance targets

Dear Mr. Sullivan:

I am pleased to formally transmit the North Carolina Department of Transportation's (NCDOT) Federally required performance targets for January 1, 2018 – December 31, 2021 reporting period. The 2 and 4-year targets will be included in the baseline report that is due to FHWA by October 1, 2018. 23 CFR 490.105 requires state DOT's to establish performance targets for Highway Safety, Interstate and non-Interstate NHS pavement condition, NHS bridge condition, Travel Time reliability, Freight reliability, and Emissions Reduction. Two of these emission reduction measures (peak-hour excessive delay per capita and percent of non-SOV travel) were agreed upon in a coordinated manner with SCDOT, Cabarrus-Rowan MPO, Charlotte Regional Transportation Planning Organization, Gaston-Cleveland-Lincoln MPO, and Rock Hill-Fort Mill Area Transportation Study. For those two measures, all involved parties have agreed upon a single, unified target as required in 23 CFR 490.105.

Please call Daryl Vreeland of the Transportation Planning Division at (919)707-0922 or via email at dvreeland@ncdot.gov for questions, or comments regarding these federal emission reduction measures.

Sincerely,



MC (R) James H. Trogon, III, PE
Secretary of Transportation
JHT/bl

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF SECRETARY
1501 MAIL SERVICE CENTER
RALEIGH, NORTH CAROLINA 27699-1501

Telephone: (919)707-2800
Fax: (919) 733-9150
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC27601

Mr. John F. Sullivan III, P.E., Division Administrator

May 18, 2018

Page 2

Cc:

Mike Fox, Chairman, Board of Transportation

Nina Szlosberg-Landis, Vice Chairwoman, Board of Transportation

Bobby Lewis, Chief Operating Officer, NCDOT

Kevin Lacy, State Traffic Engineer, NCDOT

Patrick Norman, Director of Highway Operations, NCDOT

Greg Perfetti, Director of Field Support, NCDOT

Tajsha La Shore, FTA Region 4

Tim Little, Chief Engineer, NCDOT

Meredith McDiarmid, State ITS and Signals Engineer, NCDOT

Debbie Collins, Public Transportation Director, NCDOT

Van Argabright, Director of Planning and Programming, NCDOT

Jamal Alavi, Transportation Planning Director, NCDOT

David Wasserman, Manager, Strategic Prioritization Office, NCDOT

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING TARGETS FOR PERFORMANCE MEASURES
ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION**

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, Federal regulations (23 CFR Part 490) require States to set targets for interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for the performance measures noted above; and

WHEREAS, the NCDOT coordinated the establishment of targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a series of work group meetings, webinars, and email communications between the winter of 2017 and spring of 2018; and

WHEREAS, NCDOT has officially established targets and transmitted them to the Federal Highway Administration (FHWA) on May 18, 2018; and

WHEREAS, Federal regulations require MPO's to establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its targets to FHWA.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the listed performance measures below:

Performance Measure	2 Year Target 1/1/2018 – 12/31/2019	4 Year Target 1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%
NHS Bridge Condition (Poor)	8.0%	9.0%

Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70

NOW THEREFORE, also be it resolved that by approval of this resolution an amendment is hereby made to the Cape Fear Transportation 2040 Metropolitan Transportation Plan adopted on November 18, 2015 by the Board of the Wilmington Urban Area Metropolitan Planning Organization.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 27, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA PORTS AUTHORITY'S BUILD
GRANT FOR THE MODERNIZATION TO THE CONTAINER GATE COMPLEX AT THE
PORT OF WILMINGTON**

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

WHEREAS, the North Carolina State Ports Authority owns and operates an ocean port terminal in Wilmington, North Carolina in New Hanover County and the operation of such a terminal is a tremendous catalyst for economic growth and development throughout North Carolina, and particularly in eastern North Carolina; and

WHEREAS, the North Carolina State Ports Authority's contributed more than \$14 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supported 76,700 full-time jobs at North Carolina businesses; and

WHEREAS, the North Carolina State Ports Authority strategic plan forecasts a doubling of container volumes at the Port of Wilmington over the next five years; and

WHEREAS, in order to service existing container customers and accommodate growing container volumes at the Port of Wilmington, a modernized container gate complex is required; and

WHEREAS, modernization of the container gate complex will allow for the forecasted trucks to access the needed equipment and facilities to serve North Carolina's commercial global customers; and

WHEREAS, the North Carolina State Ports Authority, in coordination with the North Carolina Department of Transportation, is preparing a grant application for the United States Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) for Fiscal Year 2018 to fund modernization of the container gate complex at the Port of Wilmington.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Port Authority's BUILD grant for the modernization of the container gate complex at the Port of Wilmington.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 27, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Amendments to the 2018-2027 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #18-03 (June 2018)

* I-6036 BRUNSWICK PROJ.CATEGORY STATEWIDE	I-140, US 17 TO NORTH OF US 74. PAVEMENT REHABILITATION. <u>ADD NEW PROJECT BASED ON INTERSTATE</u> <u>MAINTENANCE PRIORITIZATION PROCESS.</u>	CONSTRUCTION	FY 2019 - <u>\$1,400,000</u> (NHPIM)) \$1,400,000
* I-6037 NEW HANOVER PROJ.CATEGORY STATEWIDE	I-140, US 421 TO I-40. PAVEMENT AND BRIDGE REHABILITATION. <u>ADD NEW PROJECT BASED ON INTERSTATE</u> <u>MAINTENANCE PRIORITIZATION PROCESS</u>	CONSTRUCTION	FY 2026 - <u>\$10,385,000</u> (NHPIM) \$10,385,000
* I-6038 BRUNSWICK NEW HANOVER PROJ.CATEGORY STATEWIDE	<u>I-140, US 421 TO US 74/76. PAVEMENT</u> REHABILITATION. <u>ADD NEW PROJECT BASED ON INTERSTATE</u> <u>MAINTENANCE PRIORITIZATION PROCESS.</u>	CONSTRUCTION	FY 2026 - <u>\$4,000,000</u> (NHPIM) \$4,000,000
* I-6039 NEW HANOVER PENDER PROJ.CATEGORY STATEWIDE	<u>I-40, MILEMARKER 420 TO NC 210</u> (MILEMARKER 408). PAVEMENT REHABILITATION. <u>ADD NEW PROJECT BASED ON INTERSTATE</u> <u>MAINTENANCE PRIORITIZATION PROCESS.</u>	CONSTRUCTION	FY 2022 - <u>\$10,539,000</u> (NHPIM) \$10,539,000

* I-6040	I-40, EAST OF US 117 (MILEMARKER 393) TO NC	CONSTRUCTION	FY 2024 - \$11,200,000 (NHPIM)
PENDER	210 (MILEMARKER 408). PAVEMENT		\$11,200,000
PROJ.CATEGORY	REHABILITATION.		
STATEWIDE	<u>ADD NEW PROJECT BASED ON INTERSTATE</u>		
	<u>MAINTENANCE PRIORITIZATION PROCESS.</u>		

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION ACCELERATE THE RAIL IMPROVEMENTS TO THE CSX SE RAIL
LINE IN WILMINGTON IN THE DRAFT 2020-2029 STATE TRANSPORTATION
IMPROVEMENT PROGRAM**

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

WHEREAS, in a joint cooperative effort between the City of Wilmington, CSX Transportation (CSXT), and Wilmington Urban Area Metropolitan Planning Organization, the North Carolina Department of Transportation (NCDOT) completed the Wilmington Traffic Separation Study (TSS); and

WHEREAS, the study focused on 26 existing at-grade roadway/railroad crossings along a 6-mile span of the CSXT rail line which runs from the Port of Wilmington to Pembroke, North Carolina; and

WHEREAS, the Traffic Separation Study recommended crossing improvements at designated locations along this rail line; and

WHEREAS, the Wilmington City Council adopted the Wilmington Traffic Separation Study on February 21, 2017 and the Board of the Wilmington Urban Area MPO adopted the Traffic Separation Study on March 29, 2017; and

WHEREAS, the Board received a presentation on September 27, 2017 on the Wilmington Rail Improvements – Landside Rail Improvements Serving the Port and Moving Trains Safely through the Community; and

WHEREAS, the Wilmington Rail Improvement- Landside Rail Improvements Serving the Port and Moving Trains Safely through the Community includes CSXT Beltline speed and safety improvements; and

WHEREAS, the purpose of the CSXT Beltline Speed and Safety Improvements is to improve the safety of the traveling public and train operations, reduce the duration of at-grade modal conflicts and improve freight capacity by increasing the operating speeds over the CSXT Beltline (from Davis Yard across the Cape Fear River bascule drawbridge and the Northeast Cape Fear River bascule drawbridge to Third Street in Wilmington); and

WHEREAS, the report further indicates that the improved safety to the train operation is coupled with the increase in train speed from 10 mph to a 25 mph maximum; and

WHEREAS, the CSX SE line, tie and rail rehabilitation improvements to highway grade crossings, curve re-alignments and upgrade switch operations, close and improve various existing at grade crossings was evaluated in Prioritization 5.0 and scored high enough to be funded in the Statewide Mobility tier; and

WHEREAS, the draft right of way date for the project is FY 2025 with construction anticipated in FY 2027; and

WHEREAS, this project will enhance mobility, safety and allow the ports to compete in a dynamic regional and international economy.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby requests the North Carolina Department of Transportation accelerate rail improvements to the CSX SE rail line in Wilmington in the 2020-2029 State Transportation Improvement Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 27, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



Cape Fear Public Transportation Authority

P.O. Box 12630 • Wilmington, NC 28405 • (910) 343-0106 • (910) 343-8317 fax • wavetransit.com

May 29, 2018

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization
P.O. Box 1810
Wilmington, NC 28402

RE: WMMTC Funding Resolution

Delivered Via email and USPS to addressee to: mike.kozlosky@wilmingtonnc.gov

Dear Mr. Kozlosky:

On May 23, 2018 the Cape Fear Public Transportation Authority unanimously resolved to adopt the attached Resolution requesting funding from the Surface Transportation Block Grant Program - Directly Attributable (STBGP-DA) to complete construction of the Wilmington Multimodal Transportation Center. Due to timing constraints with the flex process, we respectfully request consideration of the Resolution by the WMPO at your earliest convenience.

As you are aware, the commercial construction market in the region is extremely competitive. This environment has led challenges in receiving the required number of compliant bids as well as bids that were within the Authority's independent cost estimates and funding identified for the project. We are confident that if our funding request is granted by the WMPO, it will be sufficient to complete this important regional project.

We appreciate your consideration of this important request and look forward to our continuing partnership with the WMPO in providing quality public transportation services to Southeastern North Carolina. If you have questions or need additional information, please do not hesitate to contact me or Wave Transit Executive Director Albert Eby. We look forward to your response.

Cordially,

William Bryden
Chairman

CC: Albert Eby, Executive Director, Cape Fear Public Transportation Authority
Honorable Jonathan Barfield, WMPO Board Representative, Cape Fear Public Transportation Authority
Steve Kelly, PE, Chairman, CFPTA Facilities Committee
Guanying Lei, PE, Program Manager, FTA Region IV
Megan Matheny, Deputy Director, Wave Transit
Joe Mininni, Director of Finance & Administration, Wave Transit

RESOLUTION



Introduced by: Steve Kelly, Chairman, CFPTA Facilities Committee

Date: May 24, 2018

RESOLUTION REQUESTING FINANCIAL ASSISTANCE FROM THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION FOR THE WMMTC

WHEREAS, the Cape Fear Public Transportation Authority was created in July 2004 by Joint Resolution of the City of Wilmington and New Hanover County to provide public transportation services throughout the adopted boundary of the Wilmington Urban Area; and

WHEREAS, the Authority has invested significant resources to stabilize and abate hazardous materials for the Wilmington Multimodal Transportation Center (WMMTC) project; and

WHEREAS, the Authority has completed design and engineering for renovation and site construction of the WMMTC; and

WHEREAS, WMMTC renovation and site construction was let for bidding on February 13, 2018; and

WHEREAS, the low responsive bid was \$4,058,518; and

WHEREAS, the low bid exceeded construction estimates and available revenue for the project by \$2,058,518; and

WHEREAS, the project was divided into phases and readvertised which failed to yield the requisite three bidders; and

WHEREAS, project design has been value engineered and the Authority plans to issue an Invitation for Bid open to all interested bidders; and

WHEREAS, the Authority has time sensitive variances that necessitate timely construction of the WMMTC; and

WHEREAS, the current commercial construction market is highly competitive and continued increases in construction costs are anticipated for the near term;

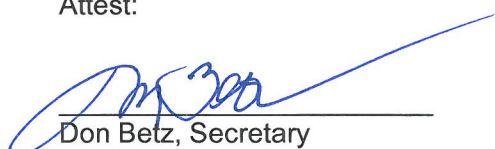
NOW THEREFORE BE IT RESOLVED that the Cape Fear Public Transportation Authority respectfully requests appropriation of \$2,200,000 in Surface Transportation Block Grant Program – Directly Attributable (STBGP-DA) funding from the Wilmington Metropolitan Planning Organization to complete construction of the Wilmington Multimodal Transportation Center.

Adopted at a regular meeting
on May 24, 2018




William Bryden, Chairman

Attest:


Don Betz, Secretary



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

Memorandum

To: WMPO Board Members

From: Amy Kimes, PE, Senior Project Engineer, WMPO

Date: June 21, 2018

Subject: Direct Attributable Funding Allocations and Cape Fear Public Transportation Authority
WAVE Transit Multimodal Transportation Center Request

The Wilmington Urban Area Metropolitan Planning Organization began receiving Direct Attributable (DA) funds from Federal Highway Administration in Fiscal Year 2013. These DA funds include both Surface Transportation Block Grant Program and Transportation Alternatives Set Aside funds. With those funds, the WMPO has funded:

- 21 bicycle/pedestrian projects
- 1 signal preemption project
- Provided funds to enhance the WMPO's operations and meet the needs of our member jurisdictions
- Provided NCDOT with additional funding to determine the Cape Fear Crossing Project Lease Environmentally Damaging Practical Alternative
- Provided funding for the WAVE Transit Multimodal Transportation Center
- Provided Preventive Maintenance and Americans with Disabilities Act (ADA) Compliance funding to the Cape Fear Public Transportation Authority

As these projects have moved through the design phase and the cost of construction in the area has increased, it has become apparent that many of the projects would need additional funding. In 2017, the Board directed staff to utilize the FY 2018 DA funds to help cover the cost difference between the original and current estimates. Of the awarded projects, eight have received additional funds with the potential of 6 additional projects requesting funds. If the remaining 6 projects request additional funding for the anticipated overages, the FY 2018 balance will be \$24,478.17 (STBGP) and \$290,000 (TASA). This dollar amount is based on engineering estimates only and does not reflect the actual bids. The requested dollar amount for additional funding may increase based on actual contract costs.

Wilmington Urban Area Metropolitan Planning Organization

In addition to the current DA funds, the omnibus spending bill for FY18 appropriated supplemental funding for federal aid highways. The eligibility of the additional funds can be found under section 133(b)(1)(A) of title 23, U.S.C. Eligibilities under section 133(b)(1)(A) are as follows: construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40, U.S.C. The WMPO has received \$641,643 in appropriation.

On January 27, 2016 the WMPO Board awarded the Cape Fear Public Transportation Authority \$2,400,000 for the construction of the WAVE Transit Multimodal Transportation Center. The Authority has requested an additional \$2,200,000 in funds for the construction of the WAVE Transit Multitmodal Transportation Center from the WMPO Board to be considered at the June meeting. Though the vast majority of FY 2018 funds are accounted for, funds could be utilized from FY 2019. FY 2019 funds will be utilized to cover the continuation of the Cape Fear Crossing Environmental Document (\$375,000) as well as the UPWP portion of the WMPO operating budget (approximately \$350,000). The remaining balance would be approximately \$2,400,000. If the Board wishes to fund the requested \$2,200,000, the DA budget for WAVE Preventive Maintenance and Americans with Disabilities Act Compliance, any additional overruns on existing projects, or any other requests will be approximately \$200,000 (STBG) and \$500,000 (TASA). Additionally, the omnibus funds are available to be utilized for the construction of highways, bridges, and tunnels.

On June 13, 2017 the above memorandum was discussed at the TCC meeting. A motion was entered to approve award of the requested \$2,200,000 to Cape Fear Public Transit Authority. This motion passed with a vote of 13 to 1.

Staff will continue to work to implement the recommendations of funding existing projects that was approved by the Board on January 31, 2018.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT
ATTRIBUTABLE FUNDS TO THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY
FOR THE WILMINGTON MULTI-MODAL TRANSPORTATION CENTER**

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

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

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

WHEREAS, the STBGP-DA program was previously known as the Surface Transportation Program-Direct Attributable (STP-DA) program under Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, on January 27, 2016 the Wilmington Urban Area Metropolitan Planning Organization's Board allocated STP-DA funds in the amount of \$2,400,000 to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center; and

WHEREAS, the Cape Fear Public Transportation Authority has requested an additional \$2,200,000 from the Wilmington Urban Area Metropolitan Planning Organization for un-anticipated project costs.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of Direct Attributable funds in the amount of \$2,200,000 to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on June 27, 2018.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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

MEMORANDUM

To: MPO Board members
From: Nick Cannon, Transportation Demand Management Coordinator
Date: June 21, 2018
Subject: Bike Share Vendor Recommendation

In October 2017 a Request for Proposal (RFP) for a turnkey bike share program was released by the Wilmington Urban Area Metropolitan Planning Organization (WMPO), of which it received four responses from bike share vendors: Bewegen, Gotcha, Lime Bike, and Pace. The WMPO formed a selection committee of nine members that represented our member jurisdictions, educational and business investment companies within the region. The committee members were provided RFP responses to review and met in February 2018 to discuss. Based on initial review, the committee chose to invite Gotcha, Lime Bike, and Pace for in-person presentations. Presentations took place in early May 2018 and each vendor was graded by predetermined criteria agreed upon by the committee. Each vendor was evaluated on its system style, products involved and offered, and program management details. The included chart provides a summary of each vendor's proposed bike share program for the WMPO region.

The Bike Share Selection Committee voted (5 to 4) to recommend Pace as the vendor for the WMPO Region's bike share program(s). The services offered by Pace are a no-cost option to the municipalities/counties and offers flexibility to users of where rides begin and end without the potential disorganization of a dockless/free roaming system. Pace allows the host organization to determine the cost to users and requires minimal oversight from local government staff members. Pace allows usage from citizens of all abilities through several handicap accessible products and can provide precise data from the GPS technology located in the bicycles. The bicycles are a white, cruiser style that have space for branding images, should the WMPO or a member jurisdiction choose to brand the bike share program.

The Bike Share Selection Committee believes that the bike share program offered by Pace would provide the best overall service for any of the member jurisdictions within the WMPO.

	Lime	Gotcha	Pace
Style	<ul style="list-style-type: none"> • Dockless / Free roaming • No set location to start and end rides 	<ul style="list-style-type: none"> • Docked / Station • Set locations for where rides start and end 	<ul style="list-style-type: none"> • Docked / Station • Set locations for where rides start and end
Products	<ul style="list-style-type: none"> • Lime green cruiser bicycles • Electric Assist Bicycle • Scooter • Traditional Bicycle • GPS Technology located in the bicycle 	<ul style="list-style-type: none"> • Completely branded cruiser bicycle • Traditional Bicycle • Any size dock/station, not permeant infrastructure-stations / racks not included in initial cost of program • Kevlar belt in place of chain • GPS Technology located in the bicycle 	<ul style="list-style-type: none"> • White cruiser bicycle • Traditional Bicycle • 6 types of ADA bicycles • Electric Assist Bike to come soon • Provide (virtually unlimited) bike racks to serve as bike share docks/stations • GPS located in the bicycle • Limited branding opportunity space on bicycle • Users can order a helmet through Pace mobile app
Program Details	<ul style="list-style-type: none"> • 2-3 weeks needed to implement program • 1 full-time manager, 1-2 full-time Operations Manager(s), 1-4 brand ambassadors • Two daily sweeps of scattered bicycles • Bicycle/scooter does not lock to an object • No cost to municipality-funds provided by capital investors • Relationships with chain retail stores to sell passes for unbanked and phoneless • User cost of \$1/half hour • 24/7 customer services • User Credits for good riding • Offers data sharing 	<ul style="list-style-type: none"> • Program implementation contingent upon securing sponsorships to fund program • 1 regional manager • Contract with local bike mechanics to maintain fleet • Bicycles must lock to an object • Plans to create relationships with local government to sell passes for unbanked and phoneless customers • Real time data sharing • Penalties for improperly locking/parking bicycles • 24/7 customer services • Rebalancing upon request • User can reserve bicycle in advance 	<ul style="list-style-type: none"> • Program can be implemented no earlier than January 2019 • 1 regional (state) and 1 local manager-Source warehouse and team of local mechanics • Create relationships with local minority businesses for daily rebalancing • No cost to municipality- funding provided by corporate sponsorships • Plans to create relationships with local government to sell passes for unbanked customers- no phoneless option • Flexible user cost • Two year contract-to be carried out regardless of revenue generated • 24/7 customer services • User credits for good riding • Offers data sharing • Bicycles must lock to an object-Cable lock for stability and wheel lock for security

STIP/MPO TIP Modification # 18-6
(June 2018)

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* C-5600	VARIOUS, STATEWIDE CMAQ PROJECTS TO	STATEWIDE PROJECT	ENGINEERING	FY 2018 - \$817,000 (CMAQ)
STATEWIDE	IMPROVE AIR QUALITY WITHIN			FY 2018 - \$204,000 (S(M))
PROJ.CATEGORY	NONATTAINMENT AND MAINTENANCE AREAS.			FY 2019 - \$1,664,000 (CMAQ)
EXEMPT	<u>ADD ENGINEERING, RIGHT OF WAY,</u>			FY 2019 - \$416,000 (S(M))
	<u>CONSTRUCTION, OPERATIONS AND</u>			FY 2020 - \$817,000 (CMAQ)
	<u>IMPLEMENTATION IN FY 20 NOT</u>		RIGHT-OF-WAY	FY 2020 - \$204,000 (S(M))
	<u>PREVIOUSLY PROGRAMMED, AT REQUEST OF</u>			FY 2018 - \$817,000 (CMAQ)
	<u>TRANSPORTATION PLANNING BRANCH.</u>			FY 2018 - \$204,000 (S(M))
			CONSTRUCTION	FY 2019 - \$1,664,000 (CMAQ)
				FY 2019 - \$416,000 (S(M))
				FY 2020 - \$817,000 (CMAQ)
				FY 2020 - \$204,000 (S(M))
				FY 2018 - \$4,902,000 (CMAQ)
				FY 2018 - \$1,225,000 (S(M))
				FY 2019 - \$9,983,000 (CMAQ)
				FY 2019 - \$2,496,000 (S(M))
				FY 2020 - \$4,901,000 (CMAQ)
				FY 2020 - \$1,226,000 (S(M))
			IMPLEMENTATION	FY 2018 - \$817,000 (CMAQ)
				FY 2018 - \$204,000 (S(M))
				FY 2019 - \$1,664,000 (CMAQ)
				FY 2019 - \$416,000 (S(M))
				FY 2020 - \$817,000 (CMAQ)
				FY 2020 - \$204,000 (S(M))
			OPERATIONS	FY 2018 - \$817,000 (CMAQ)
				FY 2018 - \$204,000 (S(M))
				FY 2019 - \$1,664,000 (CMAQ)
				FY 2019 - \$416,000 (S(M))
				FY 2020 - \$817,000 (CMAQ)
				FY 2020 - \$204,000 (S(M))
				\$41,221,000

Prioritization 5.0 Draft Regional Impact Projects -- Draft Point Assignment

Local Input Criteria														
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 5.0 Quantitative Score (x of 100)	WMPO P4.0 Local Input Points (x of 100)
										Consistency with Plans (x of 100)	Status of project in development (x of 100)	Inclusion in adopted strategic business plan (x of 100)	Total (x of 500)	Draft Point Assignment
Notes														
H090215-A	Highway	R-3300A	Statewide Mobility	US 17 (New Route - Hampstead Bypass)	US 17 Bypass South of Hampstead (at Military Cutoff Road Extension)	NC 210	Construct Freeway on New Location.	5 - Construct Roadway on New Location	\$ 113,500,000	71.79	47.66	35.30	77.66	100
H129646	Highway	U-4738	Statewide Mobility	New Route - Cape Fear Crossings	US 17 in Brunswick County	US 421 (Independence Boulevard) in New Hanover County	Construct Freeway on New Location with a Structure Over the Cape Fear River (toll)	5 - Construct Roadway on New Location	\$ 838,190,000	68.77	44.03	34.08	74.03	100
H129646-A	Highway	U-4738	Statewide Mobility	New Route - Cape Fear Crossings	US 17 in Brunswick County	NC 133	Construct Freeway on New Location	5 - Construct Roadway on New Location	\$ 226,311,400	68.77	44.03	34.08	74.03	100
H129646-B	Highway	U-4738	Statewide Mobility	New Route - Cape Fear Crossings	NC 133	US 421 (Independence Boulevard) in New Hanover County	Construct Freeway on New Location with a Structure Over the Cape Fear River (toll)	5 - Construct Roadway on New Location	\$ 611,878,600	68.77	44.03	34.08	74.03	100
H171924	Highway	U-4738	Statewide Mobility	US 17 (Ocean Highway), US 74, US 421 (Carolina Beach Rd), US 117 (Shipyard Boulevard), US 17 BUS - Cape Fear Crossings Alternative-V	US 117 (Shipyard Boulevard) in Wilmington Bypass	I-140 Wilmington Bypass	Upgrade existing facilities to provide additional mobility and access between New Hanover and Brunswick Counties and to the NC Port of Wilmington. Includes new river crossing south of existing Cape Fear Memorial Bridge.	6 - Widen Existing Roadway and Construct Part on New Location	\$ 1,152,000,000	63.82	40.18	30.84	70.18	100
H170214	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	US74 (MLK Jr. Parkway)	Holly Shelter Road	Widen road to 3-lanes	1 - Widen Existing Roadway	\$ 55,200,000	N/A	37.60	30.17	67.60	100
H090360	Highway	U-5863	Regional Impact	NC 133 (Castle Hayne Road)	I-140, US 17 (Wilmington Bypass)	SR 1002 (Holly Shelter Road)	Widen to multi-lanes	1 - Widen Existing Roadway	\$ 33,000,000	N/A	26.14	20.87	56.14	100
H090287-AG	Highway	R-4462	Statewide Mobility	US 74, US 76	NC 87 (Macon Road)	SR 1426 (Mount Misery Road)	Upgrade Roadway to interstate Standards	2 - Upgrade Arterial to Freeway/Expressway	\$ 304,000,000	62.21	36.35	24.70	66.35	89
H149006-A	Highway	U-5702 B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Implement access management and median modification improvements	11 - Access Management	\$ 39,000,000	N/A	46.52	36.54	76.52	100
*Points put on segmented Cape Fear Crossing Toll project														
*points put on H170214 as this is just a portion of overall project														
*11 points put on this project by Cape Fear RPO														

Prioritization 5.0 Draft Regional Impact Projects -- Draft Point Assignment

Local Input Criteria																				
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 5.0 Quantitative Score (x of 100)	WMPO P4.0 Local Input Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Inclusion in adopted strategic business plan (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
H090713	Highway		Regional Impact	NC 133 (River Road)	US 17, US 74, US 76	SR 1599 (Jackeys Creek Lane)	Widen NC 133 (River Road) from the interchange at US17/74/76 to SR 1599 (Jackeys Creek Lane	1 - Widen Existing Roadway	\$ 52,300,000	N/A	28.73	25.12	58.73	100	100	0	0	258.73	100	
H170244	Highway		Regional Impact	NC 133 (River Road)	SR 1599 (Jackeys Creek Lane)	Rabon Way SE	Widen NC 133 (River Road) from SR 1599 (Jackeys Creek Lane) to Rabon Way SE	1 - Widen Existing Roadway	\$ 26,500,000	N/A	22.09	18.51	52.09	100	100	0	0	252.09	100	
H170222	Highway		Statewide Mobility	US 421 (Carolina Beach Road)	US 421 (Front Street)		Install Additional Turn Lane	10 - Improve Intersection	\$ 1,000,000	84.20	53.66	40.42	83.66	0	100	25	0	208.66		*Project to be completed as part of S. Front Street Widening project
R150127	Rail		Statewide Mobility	CSX SE Line			Construct rail across the Cape Fear River between the NC Port of Wilmington and Davis Yard.	Freight rail infrastructure improvement or construction	\$ 752,000,000	24.36	20.00	16.10	50.00	0	50	0	100	200.00	100	
R140031	Rail		Statewide Mobility	CSX AC line (abandoned)			Restoration of the Wallace to Castle Hayne Rail Corridor from just north of Wilmington to Wallace.	Freight rail infrastructure improvement or construction	\$ 159,500,000	11.31	7.80	7.41	37.80	0	50	0	100	187.80	100	
F150235	Ferry		Regional Impact	Southport - Ft Fisher			Acquire an additional river class vessel for Southport-Ft. Fisher route.	6 - New River Class Vessel (to increase capacity)	\$ 14,000,000	N/A	52.22	38.89	82.22	0	100	0	0	182.22	50	*50 points put on this project by Cape Fear RPO
H171546	Highway		Regional Impact	US 76 (Oleander Drive)	Greenville Loop Road and Greenville Avenue		Upgrade intersection by adding dual lefts west on Oleander Drive from Bradley Drive, to Greenville Loop Road stopping at Greenville Sound Road.	10 - Improve Intersection	\$ 9,300,000	N/A	44.84	34.18	74.84	0	100	0	0	174.84	100	
F150236	Ferry		Regional Impact	Southport - Ft Fisher			Construct additional mooring facilities at Southport Terminal to accommodate additional ferry vessel.	5 - Port Expansion (to increase capacity)	\$ 5,000,000	N/A	43.89	30.56	73.89	0	100	0	0	173.89	50	*50 points put on this project by Cape Fear RPO
H170217	Highway		Regional Impact	NC 210, SR 1002 (Island Creek Road)	NC210 and SR 1002 (Island Creek Road)		Improve Intersection	10 - Improve Intersection	\$ 1,000,000	N/A	35.91	25.90	65.91	0	100	0	0	165.91	100	

Prioritization 5.0 Draft Regional Impact Projects -- Draft Point Assignment

Local Input Criteria																				
Spot ID	Mode	TIP	Project Category	Route/Facility Name	From/Cross Street	To/Cross Street	Description	Specific Improvement Type	Cost	Statewide Mobility Quantitative Score (x of 100)	Regional Impact Quantitative Score (x of 70)	Division Needs Quantitative Score (x of 50)	P 5.0 Quantitative Score (x of 100)	WMPO P4.0 Local Input Points (x of 100)	Consistency with Plans (x of 100)	Status of project in development (x of 100)	Inclusion in adopted strategic business plan (x of 100)	Total (x of 500)	Draft Point Assignment	Notes
R170434	Rail		Statewide Mobility	CSX AC Line			Restore the former Atlantic Coast Rail line from Malmo to the International Logistics Park near the Columbus/Brunswick County Line.	Freight rail infrastructure improvement or construction	\$ 35,000,000	5.23	3.49	5.23	33.49	0	0	25	0	58.49		
H172027	Highway		Statewide Mobility	US 17	SR 1402 (Porters Neck Road)	North to SR 1571 (Scotts Hill Loop Road)	Widening of US 17 from Porters Neck Road to Scotts Hill Loop Road. This project starts in New Hanover County, and ends in Pender County just over the county line to Scotts Hill Loop Road.	1 - Widen Existing Roadway	\$ 28,600,000	49.95	28.40	19.54	58.40	0	0	0	0	58.40		
R170043	Rail		Statewide Mobility	CSX AC Line			Restoration of the former Atlantic Coast Rail line from Malmo to the RJ Corman Carolina line in Whiteville. Conceptual study completed by NCDOT FS-1706A.	Freight rail infrastructure improvement or construction	\$ 235,000,000	3.92	2.62	3.92	32.62	0	0	25	0	57.62		

Mike Kozlosky

From: Marks, Caitlin M <cmmarks@ncdot.gov>
Sent: Tuesday, June 19, 2018 2:05 PM
To: Mike Kozlosky
Cc: Kimes, D. Chad
Subject: US 17 and US 17 Business Ramps

Hi Mike,

Thanks for giving us a call back this afternoon. As discussed, I would like to formally express SPOT ID# H141534 (US 17 and US 17 Business – Reconfigure Ramps) as a top priority for the Division and would appreciate your consideration in putting points on this project.

Thank you,
Caitlin

Caitlin M. Marks, PE
Division Project Manager
Division 3
NCDOT – Division of Highways

910 341 2000 office
910 675 0143 facsimile
cmmarks@ncdot.gov

5501 Barbados Boulevard
Castle Hayne, NC 28429-5647

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

MEMORANDUM

To: MPO Board Members
From: Abby Lorenzo, Senior Transportation Planner
Date: June 21, 2018
Subject: Cape Fear Moving Forward 2045 Project Submittal Form

WMPO Staff has created a template form for project submittal for potential inclusion into Cape Fear Moving Forward 2045 Metropolitan Transportation Plan update. The form requires pertinent and specific information necessary for project consideration. Projects submitted by member jurisdictions will be considered along with projects based on public input and projects previously identified in other plans adopted by the WMPO. Prior to the scoring and ranking of projects by the modal subcommittees, WMPO staff will meet with each member jurisdiction and planning partners to discuss all projects located within that county or municipality. Staff has provided this form to both the Technical Coordinating Committee and Citizen Advisory Committee members.

All projects from member jurisdictions and planning partners must be submitted to the WMPO no later than July 31st by 5pm. Partially completed project forms will not be considered.

MPO Member Project Submittal Form

Project Sponsor (member jurisdiction):

Description:

Example: Widen Cherry Road from 4 to 5 lanes, adding a center turn lane and 6' sidewalks on both sides of the road.

Project Location:

Example: About 1.2 miles of Cherry Rd from Borden Rd in the east to Steele St in the west

Example: Freight yard entrance about 200' west of Borden Rd

Estimated total cost:

Is the project listed in an approved plan?V

Functional classification of existing facility:

Project contact name:

Phone:



Cape Fear Crossing

STIP U-4738

Brunswick and New Hanover Counties

PROJECT STATUS REPORT

June 4, 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 May:

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.
- The Traffic Capacity Analysis will be finalized and posted to the project website this month.
- The project team continues preparation of the Draft Environmental Impact Statement (DEIS).
- The project team is currently coordinating with NCDOT on design refinements for the detailed study alternatives.

Upcoming Activities

- The project team will revise designs per NCDOT comments and include any design revisions necessary upon finalization of the Traffic Capacity Analysis.
- A newsletter will be sent to notify citizens of the remaining alternatives under study.

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, 919.707.6015; 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
JUNE 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. Public outreach began with a kick-off event on April 3rd and will continue until July 31st. Staff made presentations to member jurisdiction governing boards in April and held an additional five open houses around the region in May. Attendance at all five regional meetings totaled approximately 60 people. To date there have been over 1,000 transportation survey responses and 400 comments on the public input map tool.

Next Steps:

- WMPO Staff will be attending farmers markets and other local community events around the region to promote the online survey and map tools throughout June and July.
- Modal subcommittees to convene in June and July to begin preparations for project lists, scoring, and ranking.
- Adoption in November 2020

LELAND STREET DESIGN STANDARDS MANUAL

Project Description/Scope: The Town of Leland is partnering with the Wilmington Urban Area MPO for the development of street design manual. 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. A public meeting was held on December 4th to review the draft materials. The document was revised and a follow-up meeting was held on February 20th. Staff from the Town continues to work on the development of these standards. MPO staff met with the Town on May 22nd. The Town will be providing the MPO with a list of questions, proposed changes and comments. The MPO will be assigning a team to assist in the completion of the manual.

Next Steps:

- The Town continues to review the document
- 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. The County Planning staff are meeting with stakeholders. The plan will be revised by County and MPO staff to meet our needs.

Next Steps:

- Finalize Draft Plan in late summer
- 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: 7 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 22 total (New Hanover County 5, City of Wilmington 13, Carolina Beach 0, Leland 1, Navassa 1, and Pender County 2) new 4 and ongoing 18
- Pender County Development Plan Reviews: 9 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 79 (13 new, 66 on-going)
- City of Wilmington Informal Reviews: 32 (8 new, 24 on-going)
- City of Wilmington Concept Reviews: 15 (13 new concept reviews- 2 on-going concept)
- COW Project Releases: 6 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
- Resumed construction based on plan revisions on May 2, 2018
- Pile installation is complete. Installation of the caps is underway
- Anticipated completion date of November 20, 2018

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 Spring 2018
- The engineering firm is performing a QA/QC check on the plans to correct issues. Once revisions are received a new let date will be set.

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:

- The Town is waiting for NCDOT approval of Signing and Pavement Marking Plans
- NCDOT has determined that Town shall let the contract for the road resurfacing project together with the MUP project and be responsible for this additional scope of work.
- Town is waiting for a supplemental agreement from NCDOT to add road resurfacing scope to the project.
- USACE issued Section 404 Permit on March 23rd
- NCDEQ issued 401 Water Quality Certification on March 26th
- Town mailed notices to all affected property owners for acquisition by condemnation of temporary construction easements and permanent drainage easements on April 20th
- Construction contract let is anticipated July, 2018

U-5534E & L - 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

Project Status and Next Steps:

- Construction began in late January with completion expected by mid-summer.

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 specifications have been resubmitted to NCDOT for review
- The City has received the proposed Supplemental Agreement from NCDOT for \$240,000
- A supplemental agreement was approved in March by the City Council and is being routed for signatures
- 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:

- 100% plans and specifications have been submitted for NCDOT review.
- The Town is in the process of getting construction easements and 1 permanent easement
- 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. McKim & Creed is working on revising the plans.
- 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. McKim & Creed is working on revising the plans.
- 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 are being addressed.
- Right of way Certification-TBD
- Encroachment agreement will be needed once right-of-way is 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 sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- The Leland Town Council approved a scope change at their July 2017 meeting.
- 90% plans being reviewed by NCDOT.
- Right of way acquisition to begin once final comments received from NCDOT.

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

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

Project Status and Next Steps:

- 90% plans reviewed by NCDOT. Comments are being addressed.
- Right of way acquisition to begin once final comments received from NCDOT
- 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 approved by NCDOT
- Additional funds received.
- 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.
- Additional funds were approved by the MPO.
- An item was placed on the May NC Board of Transportation agenda
- Contracts are being finalized with construction to begin in the next several weeks.

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 project has been put on hold until NCDOT’s College Road resurfacing project occurs.

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:

- 10% design completed
- Expect 90% plans in mid-July
- Anticipated bid date of Fall 2018

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
- PE funds were released at the December 2017 Board of Transportation meeting
- PE has been chosen and is providing a scope and fee with manday estimate

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 for additional funding was approved by the Wilmington City Council on September 5, 2017.
- The supplemental agreement was approved by the Board of Transportation
- The project is over budget. The city will try to rebid this project with the Gregory/Williston Safe Routes to School project.

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.
- Survey to start this month
- Anticipate 70% plans by October 2018
- Anticipated construction bid May 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 early Summer 2018
- Anticipated let date Spring 2019

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 has been filled with the new employee starting on May 14th. The MPO held a bike share interviews. An update will be provided to the TCC and MPO Board at their May meetings. Staff is working to provide a recommendation to the Board.

Next Steps:

- Continue to work with Pulsar on the development of the Go Coast strategic marketing plan. A meeting will be held on May 3, 2018
- Analyze data and results from the Go Coast Commuter Challenge and develop presentations to various groups reflecting our success
- Contacting Mobile Apps to see if we can get a user friendly app that gathers more useful data for the 2018 commuter challenge
- Gather model alternative work schedule policies from various regional employers to be highlighted in the statewide initiative to showcase model alternative work schedules
- Gathering information from 134 of the regions employers (50 employees or more)
- Schedule lunch and learns/presentations with area employers to promote Go Coast program
- Lunch and Learn with Live Oak 6/21
- 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
- Provide a recommendation for a Bike Share company for the region



Cape Fear Public Transportation Authority

Project Update

June 2018

REGIONAL AUTHORITY PROJECTS

- 1. Bus fleet replacement** - FTA funding in the amount of \$3.6M for nine replacement buses was awarded to the Authority from a nationwide discretionary grant in April 2018. The buses are expected to be ordered in June 2018. Purchase order to be considered June 28, 2018. Delivery dates under development. Additional funding for four buses is being sought from the VW mitigation settlement once a call for projects is issued by NC DAQ in the summer of 2018.
- 2. Short Range Transportation Plan** - (no change) following adoption of Cape Fear Transportation 2040 by the Wilmington Metropolitan Planning Organization (WMPO), Wave Transit is completing 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 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.
The draft plan was presented to the Authority Board on March 22, 2018. Draft recommendations are available at the following URL: <https://www.wavetransit.com/short-range-transit-plan/>. Changes to the Wave Transit routes based on recommendations from the consultant will be developed over the summer and fall with implementation in late 2018 to coincide with the opening of the Wilmington Multimodal Transportation Center. A presentation of the study findings will be presented to the WMPO in the summer of 2018.
- 3. Long Term Funding** - (no change) currently, the Authority does not have a dedicated source of local funding. A consultant led study to evaluate the governing model and long term funding for transit in the region has been commissioned by the City of Wilmington and New Hanover County. TransPro Consulting has been retained to undertake the effort.

4. **Shelter Program** - 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 complete. Phase three consisting of super stops at Hanover Center and Monkey Junction is nearing completion. Wave Transit is in discussion with the owners of Independence Mall to include transit improvements in coordination with redevelopment of the property.

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 February 14, 2018. Bids for Phase 3 were opened on March 13, 2018. On March 22, 2018, the Authority resolved to reject all bids due to the lowest bid exceeding available funds for the project. The renovation construction phase has been further divided into two phases to meet current funding requirements. Renovation construction phase one, consisting of sitework to construct drive aisles, stormwater and bus canopies was let for bid on April 13, 2018. A single bid was received in response to the IFB. The number of bids received was non-complaint with NCGS §143-132(a). Following value engineering, the project was released for bid on June 03, 2018. Bids are due July 03, 2018. Additional funding to complete the project has been requested from the WMPO.
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 complete and a grant for the funding has been submitted to FTA. 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 April 2018 the Authority provided 1,582 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. Vehicles were delivered on May 30, 2018 and June 02, 2018. The vehicles are being prepared to be placed into revenue service.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 20, 2018

WMPO Project Update List. New Hanover, Brunswick and Pender County

Project Update List for New Hanover County
Projects Under Construction

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 to 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: 89.1%

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.

- Claims are pending before project can be finalized.

Contractor: Balfour Beatty Infrastructure

Estimated Completion Date: June 2018

Percent Complete: 100.0

U-3338B: (C203772) Widening of Kerr Ave. from Randall Prkwy 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.

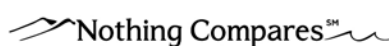
- Mast arm for traffic signal has been installed at Kerr Ave. and Randall Prkwy.

Contractor: Sealand Contractors Corp.

Bid Amount: \$22,000,000.58

Estimated Completion date: November 2018

Percent Complete: 70.8%



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.

Anticipated Completion date: April 2022

Percent Complete: 6.4%

Bridges

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

Start Date: November 2017

Anticipated Completion date: June 1 2018

- Contractor placing thermo striping across bridge.

Percent Complete: 90.0%

Project Development

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.

Anticipated completion date: July 2018

Percent complete: 51.5%

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: May 2018

Percent Complete: 95.7%

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: March 2018

Percent Complete: 82.0%

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

Estimated Contract Completion Date: February 2018

Percent Complete: 51.1%.

Project Update List for Brunswick County

Projects Under Construction

ER-2971: (DC00194) Ocean Isle Beach Roundabout – Hwy 179 (Beach Drive) at Hwy 904 (Causeway Drive) SR 1184 (Ocean Isle Beach Road) in Ocean Isle

Contractor: Triangle Grading & Paving Inc.

Bid Amount: \$1,849,999.35

Estimated Completion Date: June 2018

Percent Complete: 63.9%

Proposed Projects

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

Let Date December 2018

U-5788: US 17 Business (Main Street) Realign intersection at Wall Street and Shallotte Avenue

Let Date ROW: FY 2018, construction: FY: 2020

U-5862: US 17 (Shallotte Bypass) Upgrade intersection to interchange SR 1357 (Smith Avenue)

Let Date ROW and construction: FY: 2020

U-5914: NC 133 Modernize Intersection at US 17/US 74/ US 76 to SR 1554 (Old River Road).

Let Date construction: FY: 2020

U-5932: US 17 Convert Intersection to Interchange.

Let Date construction: FY: 2024

R-3436: Carolina Bays Parkway Extension

Project Overview and Purpose

The N.C. Department of Transportation, along with the S.C. Department of Transportation, is planning to build a multi-lane expressway that extends Carolina Bays Parkway (S.C. 31) from S.C. 9 in Horry County, S.C., across the North Carolina state line to U.S. 17 in Brunswick County.

The extension would provide a more direct and efficient movement of traffic seeking to bypass congestion within the areas of Calabash in North Carolina as well as Little River and the Grand Strand areas in South Carolina. It would also improve traffic flow and safety at the intersection of S.C. 9 and S.C. 57 and provide a more direct route for coastal truck traffic moving through North Carolina.

Project Highlights

A team of engineering firms, led by CALYX Engineers and Consultants, is under contract to conduct project development and environmental studies, which are being led by NCDOT and SCDOT in cooperation with local, state and federal agencies in both states.

Project development and environmental studies are underway to evaluate potential routes for the roadway from an engineering and environmental standpoint and to select a preferred route.

Although the project is funded for study, no schedule has been established for right-of-way acquisition or construction, which is not currently funded in North Carolina.

- Capacity analysis for the existing roadways is about to get underway. They will be looking at current and future conditions.

- Public Hearings to discuss new roadway alignments are proposed to begin at the beginning of 2019.

High Impact / Low Cost funded projects New project funding source

1. NC 133 (flooding) Intersection of SR 1521 (Funston Road SE and NC 133 in Brunswick County Approximately a mile in each direction of the intersection.

Waiting on itemized cost estimate from designer. 1/2/18. Final cost TBD. Released funds February 1, 2018 at NCDOT Board of Transportation Agenda of \$1,000,000.00. Additional funds to be added when FY2019 funds are available.

Duration of project: 12 months

Project start date: FY 2019

2. Installation of traffic signal at US 17 & NC 87 (southern entrance) in Brunswick County Funds approved at February 1, 2018 NCDOT Board of Transportation Meeting Agenda for \$145,000.00

Duration of project: 12 months

Project start date: FY 2018

3. Installation of traffic signals at the intersection of US 17 and Ocean Isle Beach Road, and the NB to SB U-turn location approximately 875 feet northeast of the referenced intersection in Brunswick County. **Located in GSATS Boundary.**

Traffic signal being installed do to safety and mobility concerns at this intersection. Funds released at February 1, 2018 NCDOT Board of Transportation Agenda. Funds of \$345,000.00

Duration of project: 12 months

Project start date: FY 2019.

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: May 2018.

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

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

Project Update List for Pender County

Under Construction

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: 59.3%

Project Development

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.

- **Curb crew, widening, fine gradeing. Contractor placing asphalt.**

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

Resurfacing Projects - Pender County

Resurfacing Contract: C204090, 2018CPT.03.05.10711, 2018CPT.03.05.20700 & 2018CPT.03.05.20712. 1-section of US-17, 1-section of NC-50, 1-section of NC-210, and 36 other various SR roads.

Physical length: 35.563 Miles

Bid amount: \$3,672,560.25

Estimated Completion Date: December 2018

Percent Complete: 29.7

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: May 2018

Percent Complete: 95.4%

- **Project List updated June 1, 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

June 2018

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

JUNE TPD UPDATES WILMINGTON MPO

June 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. The Base Year SE Data is complete; the Socio-Economic Steering committee is working on Future Year growth rates and once that is completed the TPD engineers will incorporate that into the model.

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 after the model is complete.

Performance Measures – NCDOT has developed draft targets for pavement, bridge, and system performance and will transmit them to FHWA before the May 20, 2018 deadline. Once submitted, NCDOT will inform the MPO's of the actual target establishment date. MPO's are required to either support NCDOT's targets or set their own within 180-days of when NCDOT sets their targets. NCDOT has transmitted language for inclusion in the STIP and each MPO's TIP. MPO's should modify their TIP to include this language in accordance with their adopted Public Participation Policy. NCDOT has distributed a final version of the data sharing agreements. These Federally-required agreements have been coordinated with FHWA and other business units within NCDOT. MPO's, transit agencies, and NCDOT need to sign.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554

Telephone: (919) 707-0900
Fax: (919) 733-9794
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
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. Currently TPD and WSP are presenting to all MPOs and RPOs that will be affected by the bundle studies – they have already presented to Wilmington MPO at their May meetings.

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 were 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.

Build NC: On April 30, the House Select Committee on Strategic Transportation Planning and Long-Term Funding Solutions passed out of committee the Build NC Bond Act. NCDOT is pleased that this legislation is moving forward. Build NC is a financing tool similar to Garvee bonds and is an important way to move critical projects forward. It is important to note that it is not new revenue, but borrowing authority to implement projects sooner. The focus would be for projects in the regional and Division tiers. NCDOT's desire is for the bill to have as few restrictions as possible.