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

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

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** November 13, 2020  
**SUBJECT:** November 18<sup>th</sup> meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, November 18, 2020 at 3 pm. The meeting will be held at 320 Chestnut Street in the 6<sup>th</sup> Floor Conference Room in downtown Wilmington. Due to COVID-19, the meeting is being conducted remotely. **PLEASE NOTE:** This will be a remote meeting conducted pursuant to Section 4.31 of S.L. 2020-3, SB 704.

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

URL: <https://zoom.us/j/98476932128?pwd=VFkwQUFNRGxYMzJGYnNtM0FyRWgyQT09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 312-626-6799 or 646-558-8656. And when prompted, enter: Meeting ID#: 984 7693 2128 and Password: 893393.

Please join the meeting from your computer, tablet or smartphone.

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

Persons wishing to submit a public comments to be shared during the MPO Board meeting may do so by 5 pm on November 17, 2020 by calling (910) 341-3258 to leave a message or by e-mailing comments to [wmpo@wilmingtonnc.gov](mailto:wmpo@wilmingtonnc.gov). The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Presentations
  - a. FHWA/FTA 2020 Wilmington MPO Certification Review- Bill Marley, FHWA (p. 3-43)
  - b. 2020 Congestion Management Process Draft Report- Zach Manfredi, WMPO

**Wilmington Urban Area Metropolitan Planning Organization**

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

- 
- 7) Consent Agenda
    - a. Approval of Board Meeting Minutes from September 30, 2020 (p. 44-51)
    - b. Resolution adopting the 2021 Meeting Calendar (p. 52-53)
    - c. Resolution authorizing the Chairman to enter into an agreement between the City of Wilmington, Wilmington Urban Area Metropolitan Planning Organization and Cape Fear Public Transportation Authority for the FY 21 Section 5303 Funding (p. 54-61)
    - d. Resolution approving the 2020-2029 STIP/MPO TIP Amendment #20-4 (p. 62-65)
    - e. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-6 (p. 66-77)
    - f. Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO TIP Amendment #20-5 (78-79)
  - 8) Regular Agenda
    - a. Resolution adopting Cape Fear Moving Forward 2045 and the 2045 Wilmington Regional Travel Demand Model (p. 80)
    - b. Resolution adopting the Wilmington Rail Trail Master Plan (p. 82)
  - 9) Discussion
    - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-7 (p. 83-86)
    - b. FY 22 Budget Discussions (p. 87-89)
    - c. MPO Direct Attributable Funding
  - 10) Announcements
    - a. Bike/Pedestrian Committee Meeting- December 8, 2020
  - 11) Updates
    - a. Wilmington Urban Area MPO (p. 90-97)
    - b. Cape Fear Public Transportation Authority (p. 98)
    - c. NCDOT Division (p. 99-102)
    - d. NCDOT Transportation Planning Division (p. 103-104)
  - 12) Closed Session
  - 13) Next meeting – January 27, 2021 (tentative)

#### **Attachments**

- FHWA/FTA 2020 Wilmington MPOI Certification Review
- Draft 2020 Congestion Management Process Report: <https://www.wmpo.org/wp-content/uploads/2020/11/2020-CMP-REPORT-DRAFT-110520-REDUCED.pdf>
- MPO Board Meeting Minutes-September 30, 2020
- Proposed 2021 Meeting Calendar
- Resolution adopting the 2021 Meeting Calendar
- Proposed Agreement between the City of Wilmington, Wilmington Urban Area Metropolitan Planning Organization and Cape Fear Public Transportation Authority for the FY 21 Section 5303 Funding
- Resolution authorizing the Chairman to enter into an agreement between the City of Wilmington, Wilmington Urban Area Metropolitan Planning Organization and Cape Fear Public Transportation Authority for the FY 21 Section 5303 Funding
- Proposed 2020-2029 STIP/MPO TIP Amendment #20-4
- Resolution approving the 2020-2029 STIP/MPO TIP Amendment #20-4
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-6
- Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-6
- Proposed 2020-2029 STIP/MPO TIP Amendment #20-5
- Cape Fear Moving Forward 2045: <https://www.wmpo.org/cape-fear-moving-forward-2045-draft-plan/>
- Resolution adopting Cape Fear Moving Forward 2045 and the 2045 Wilmington Regional Travel Demand Model
- Wilmington Rail Trail Master Plan: <https://www.wmpo.org/wilmington-rail-trail/>
- Resolution adopting the Wilmington Rail Trail Master Plan

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- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-7
  - FY 22 Budget Memorandum
  - Wilmington Urban Area MPO Project Update (November)
  - Cape Fear Public Transportation Authority Update (November)
  - NCDOT Division Project Update (November)
  - NCDOT Transportation Planning Division Project Update (November)



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Federal Highway  
Administration

Federal Transit  
Administration

# Program Review

## Wilmington, NC Metropolitan Planning Organization

**REPORT**

**July 7, 2020**



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## **Executive Summary**

### **Purpose**

Pursuant to 23 U.S.C. (i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must certify jointly the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. The Wilmington Urbanized Area Metropolitan Planning Organization (WMPO) became a TMA, an MPO with a population of at least 200,000 as defined by the United States Census Bureau, with the 2010 decennial census.

### **Methodology**

The review consisted of a desk audit, a public comment period, and an on-site review that was conducted April 30, 2020. Due to the Covid-19 issue, the on-site portion of the review was held remotely using Microsoft Teams software. In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO provide a major source of information upon which to base certification findings. After the on-site review is complete, a report is written to document the findings.

### **Statement of Finding**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) find that the metropolitan transportation planning process substantially meets Federal requirements and jointly certify the planning process. The review identified commendations and recommendations.

### **Findings**

The Federal Review team identified no corrective actions, one recommendation, and three commendations:

#### Commendations:

- The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.
- The MPO is commended for its use of new and innovative public outreach techniques which have resulted in increased public input.
- The MPO is commended for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.



### Recommendation:

- It is recommended that the MPO analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.

### **Certification**

The Wilmington Metropolitan Planning Organization's planning process is certified for four years from the date of this Report.

## **Introduction**

### **Purpose**

The purpose of the Review is to assess the extent of compliance with the Federal planning requirements, to recognize noteworthy practices, to identify problem areas, and to provide assistance and guidance, as appropriate. The Review consisted of a series of discussions on a variety of transportation planning topics with state and local transportation officials directly involved in the MPO's highway and transit planning activities. The Review also provided the public an opportunity to offer comments on the MPO's transportation planning process. This report contains the findings and recommendations of the Review Team.

### **Scope**

Pursuant to 23 U.S.C.(i)(5) and 49 U.S.C. 1607, the FHWA and the FTA must jointly certify the Federal metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. A TMA is an urbanized area with a population greater than 200,000, as defined by the U.S. Census Bureau. Certification reviews generally consist of three primary activities: 1) an on-site visit; 2) review of planning products, both prior to, and during the Review; and 3) preparation of a certification review report, which summarizes the review and contains Findings, including commendations, recommendations, and corrective actions. Certification reviews address compliance with Federal regulations and challenges, successes, and experiences of the cooperative relationship between the MPO, State Department of Transportation (DOT), and Transit Operators in the conduct of the continuing, cooperative, and comprehensive (3C) metropolitan planning process. Joint FHWA/FTA certification review guidelines afford agency reviewers flexibility in designing the Review to reflect local issues and circumstances. Consequently, the scope of the Certification Review Reports varies from TMA to TMA.

### **Methodology**

The FHWA North Carolina Division Office and the FTA Region 4 Office conducted a joint Certification Review of the Wilmington MPO's transportation planning process, which included





a site visit on April 30, 2020. Due to the Covid-19 issue, the on-site portion of the review was held remotely using Microsoft Teams software. The Review was conducted in accordance with 23 CFR Part 450 and 49 CFR Part 613, which requires FHWA and FTA to jointly review and assess the transportation planning process for all transportation management areas (TMAs) at least once every four years. According to the 2010 Census, the WMPO contains a population greater than 200,000, which makes it subject to the TMA transportation planning requirements. This is the second Certification Review conducted for this area.

The MPO staff worked with FHWA staff to develop a schedule for the Certification Review. A desk audit of the MPO's planning documents was conducted prior to the on-site review.

The topics addressed in this report document the regulatory basis, status, and findings. These terms are defined below.

**Regulatory Basis** – Defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR) and/or the United States Code (USC) – the “Planning Regulations” and background information on the planning topic.

**Status** – Defines what the Transportation Management Area (TMA) is currently doing regarding each planning topic.

**Findings** – Statements of fact that define the conditions found during the review which provide the primary basis for determining corrective actions, recommendations, and/or commendations for each planning topic.

**Commendation** – elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as noteworthy practices.

**Recommendation** – Items that, while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that appropriate TMA planning partners will consider taking some action. Recommendations involve the state of the practice or technical improvements, as opposed to solely being based on regulatory requirements.

**Corrective Action** – Items that fail to meet the requirements of the transportation statute and regulations, thus seriously impacting the outcome of the overall process. The expected change and timeline for accomplishing it are clearly defined.



## Team Members

The Federal Review Team consisted of the following individuals:

- Mr. George Hoops, P&PD Manager, FHWA, NC Division
- Mr. Bill Marley, Community Planner, FHWA, NC Division
- Ms. Tonya Holland, FTA, Headquarters
- Mr. John Crocker, Community Planner, FTA, Region 4

Participants from the Wilmington MPO included:

- Mr. Mike Kozlosky, Executive Director
- Ms. Abigail Lorenzo, WMPO
- Zack Manfredi, WMPO
- Rachel McIntyre, WMPO
- Luke Freeman, WMPO

Other participants included:

- Mr. Beshad Norowzi, North Carolina Department of Transportation (NCDOT) Transportation Planning Division (TPD)
- Megan Matheny, WAVE Transit
- Albert Eby, WAVE Transit
- Pat Battleman, MPO Board Vice Chairman, Town of Leland

## MPO Comments

The MPO stated that it needs to maintain the infrastructure it has while simultaneously building new infrastructure as demand necessitates. The MPO considers maintenance costs when planning new transportation infrastructure.

## Organizational Structure and Policy Board Involvement

**Regulations: 23 CFR 450.104; 23 CFR 450.310**

### Status

The Wilmington area was originally designated and established as an MPO in 1978. The MPO was designated a TMA in 2012. The City of Wilmington serves as the Lead Planning Agency (LPA) for the MPO. No changes to the MPO's designation are being considered currently. All operators of major modes of transportation are represented on the MPO. The MPO Board and



Technical Coordinating Committee (TCC) meet 11 times per year. The MPO's Memorandum of Understanding (MOU) establishes that each member shall have one vote. Weighted voting has been discussed, but is not supported. The MPO staff keep the Board and TCC well informed. They provide "MPO 101" training for new members. The MPO has implemented organization changes recently, including website design, office space, public information, data management and sharing with local jurisdictions, and document preparation.

The Wilmington MPO Board consists of voting members that act as a governing board of the WMPO. The MPO Board also includes non-voting members and advisory members who represent the agencies with interest in the transportation planning practices for the MPO region. Per the MOU, signed by all member jurisdictions, the MPO Board includes:

Pender County  
Brunswick County  
Town of Leland  
City of Wilmington (2)  
Cape Fear Public Transportation Authority (New Hanover County)  
New Hanover County  
Town of Kure Beach  
Town of Wrightsville Beach  
Town of Belville  
Town of Carolina Beach  
Town of Navassa  
NCDOT Board of Transportation

Each of the above member agencies may also appoint an alternate, in accordance with the rules contained within the Wilmington Urban Area MPO Bylaws. If alternates attend meetings where the primary representative is present, only the primary representative(s) are counted for voting purposes as specified in the Bylaws.

Representatives from each of the following bodies serve as non-voting members of the Board:

Federal Highway Administration (North Carolina Division Administrator, or his designee)  
Cape Fear Council of Governments  
North Carolina State Ports Authority  
New Hanover County Airport Authority  
North Carolina Turnpike Authority

At the invitation of the Board, other local, regional, State, or Federal agencies impacting transportation within the Planning Area may serve as advisory, non-voting members of the Board. The Executive Director serves as secretary to the Board.



The Wilmington MPO TCC consists of transportation professionals from the member jurisdictions. The TCC is responsible for the review, guidance, and coordination of the transportation planning process. Voting members of the TCC include technical representatives from local and state agencies including:

MPO Executive Director  
City of Wilmington  
Transportation Demand Management (TDM) Coordinator  
Town of Carolina Beach  
Town of Kure Beach  
Town of Wrightsville Beach  
New Hanover County Planning Department  
Wilmington International Airport  
NC State Ports Authority  
Town of Belville  
Town of Leland  
Town of Navassa  
Brunswick County Planning Department  
Pender County Planning Department  
Cape Fear Council of Government  
NCDOT  
NCDOT TPD  
Cape Fear Public Transportation Authority

Representatives from each of the following bodies serve as non-voting members of the Technical Coordinating Committee:

Director of Department of Planning, Development and Transportation Services, City of Wilmington;  
Assistant Manager, New Hanover County;  
Division Construction Engineer, Division of Highways, North Carolina Department of Transportation;  
Planning, Development and Transportation Director, City of Wilmington  
Division Traffic Engineer, Division of Highways, North Carolina Department of Transportation;  
Transit Planner, Public Transportation Division, North Carolina Department of Transportation;  
District Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation;  
Transportation Planner, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting);  
General Manager, Brunswick Transit System Director, Pender Adult Services

The MPO Board appointed a Citizen's Advisory Committee (CAC) to assist with the recent MTP update. It consists of members representing the following organizations:



City of Wilmington (2)  
Town of Kure Beach  
Brunswick County  
New Hanover County  
Pender County  
Town of Carolina Beach  
Town of Wrightsville Beach  
Town of Belville  
Town of Leland  
Town of Navassa  
Cape Fear Public Transportation Authority  
North Carolina Board of Transportation (NCBOT)

## **Metropolitan Planning Area Boundary (MPA)**

**Regulation: 23 CFR 450.312**

### **Status**

The MPO's planning area is approximately 494 square miles and encompasses New Hanover County and portions of Brunswick and Pender counties. The MPO boundary area population is estimated at approximately 280,000 residents. Population density for the area is approximately 2,083 persons per square mile. The MPO was designated a TMA following the 2010 Census. The current adjusted Urbanized Area Boundary (UAB) is based on the March 26, 2012, United States Census Bureau map that was adopted by the MPO on December 12, 2012.

The MPO has received a request to expand farther south into Brunswick County. Previously, there was discussion of possible expansion into Brunswick County to include the cities of Southport, Boiling Springs Lake, Oak Island, Caswell Beach, Saint James, and Bald Head Island. Ultimately, these areas did not choose to join the MPO. Areas north of U.S. 17 including the towns of Surf City and Topsail Beach, may be appropriate for expansion. To the north, the Jacksonville MPO is planning to expand its MPA to include all of Onslow County.

All proposed MPA expansions will be delayed until the 2020 Census data is published. Factors in determining future expansions will include population growth, business development, commuting patterns, land use patterns, and arrangements with neighboring MPOs. There are no Federal Lands or Indian Tribal lands within the MPO. Based on Level of Service (LOS) studies, the MPO believes they are providing the same level of service to all areas and modes, including bicycle/pedestrian, ferry, freight rail, public transit, and highway.



## **Agreements and Contracts**

**Regulations: 23 CFR 450.324; 23 CFR 450.326, 23 CFR 450.314**

### **Status**

A Memorandum of Understanding (MOU) that was approved by the Board on March 30, 2016. The MOU changed the name of the Transportation Advisory Committee (TAC) to the Board to remove the suggested advisory role and formally acknowledge the TAC as the governing Board. The MOU also contained the following changes:

1. Added information on the TMA designation
2. Updated the Board's duties
3. Modified the language to reflect the new Federal Legislation, the FAST Act
4. Updated the TCC voting membership
5. Added information on the TIP development
6. Added information on project prioritization
7. Added information on Board subcommittees
8. Added information on transit planning and programming
9. Consolidated the subscribing agencies' responsibilities
10. Created a section on the Board's governing rules
11. Created a section in which other municipalities within the MPA may be invited to participate in the MPO

The MOU outlines the responsibilities of the Board for carrying out the review and approval of the UPWP, MTP, TIP, Federal-aid Functional Classification System, and Wilmington Adjusted Urbanized Area Boundary. No changes to existing agreements are being considered, however, the upcoming 2020 Census may necessitate changes.

The MPO conducts its planning process and develops the required plans and documents as it is required to do and conforms to the agreements and functions in the required 3C decision-making process. The MPO's existing agreements conform to the regulatory requirements and accurately represent the 3C process by proactively involving both voting and non-voting members of the Board and TCC in the decision-making process. Performance measures and targets define the desired outcome of the cooperative agreements and provide a basis for evaluating the MPO's program goals and investments. The MPO utilizes NCDOT's most current prioritization process for coordinating project prioritization and selection for the TIP. The process requires the MPO



to adopt a local input methodology which is required to be approved by NCDOT. The MPO then coordinates local input point assignment with the Department. Although this process works well, MPO staff would like to see the process changed to allow the MPO to complete the programming in our urban areas consistent with federal law.

## **Unified Planning Work Program (UPWP) Development**

**Regulations: 23 CFR 450.308; 23 CFR 420.111**

### **Status**

In the past, the MPO has spent all their PL funds, but this year they may not. Unfortunately, this is due in part to the MPO being down a senior project engineer and a project engineer. They do anticipate filling these positions and being able to spend all their PL funding next year to complete activities within the UPWP.

Both the UPWP and the MTP use legislation as their foundation for establishing goals and priorities. Having this common source for establishing goals and priorities ensures that they both align in providing planning services to the MPA. The UPWP implements the goals and priorities identified in the MTP via narratives and data collection. Projects are compiled and staff discusses each project submitted, identifying the projects that align best with the region's goals, which are stated in the MTP. The UPWP also affords WMPO staff the opportunity for professional development through attendance at training workshops, courses, meetings, and conferences.

The MPO's UPWP is a product of a cooperative approach to development of the region's transportation program. The MPO evaluates previous programs and budgets when drafting new work programs. The UPWP development process begins with a draft UPWP in December of each year. The member jurisdictions of the MPO are encouraged to identify projects, studies, or work tasks for special studies, corridor studies, bicycle/pedestrian plans, etc. that need to be included in the UPWP for the upcoming fiscal year. These tasks are determined through the projects requested by the MPO members and approved by the TCC and the Board. The NCDOT Transportation Planning Branch (TPB) and Public Transportation Division calculate and inform the MPO how much Section 104(f) (PL) and Section 5303 transit planning funding is available for programming. The MPO coordinates with WAVE on the use of the Section 5303 funding. The draft UPWP is completed by January. It is presented to the TCC and Board after which it is made available to the public for 30 days. It is sent electronically to NCDOT's TPB and Public Transportation Division for review and comment. Any comments or changes are then incorporated into the draft UPWP, and a final UPWP is developed, reviewed, and approved by the TCC and Board in March. A final letter of approval is then provided to the MPO by NCDOT by July.

The WMPO involves the NCDOT and Cape Fear Public Transit Authority (CFPTA) in the development of the UPWP through their memberships in the TCC and Board. During the Call





for Projects, member jurisdictions are asked to submit project requests for the UPWP and both the TCC and Board vote on the program's approval. The MPO solicits participation from their partners and stakeholders, including freight and non-motorized transportation, in developing the UPWP, by including them in the various committees within the organization.

## **Metropolitan Transportation Plan (MTP) Development**

### **Regulation: 23 CFR 450.324**

#### **Status**

The MTP is supported by a comprehensive and inclusive public involvement effort. The MPO's Public Involvement Plan (PIP) outlines the public involvement process for the development of the MTP. The MTP includes a variety of tools and methods of distributing information to the public and gathering feedback, including surveys, an interactive mapping tool, open houses, presentations, comment forms, a webpage, and advertisements. Outreach for the draft MTP began on April 3, 2018, with an open house meeting. The event unveiled two tools created by the WMPO to solicit input: 1) a 17-question transportation survey, and 2) an on-line interactive mapping tool. Between April 3 and July 31, 2018, the WMPO engaged in outreach that included open houses; presentations; a presence at farmers markets; and a broad media campaign that included interviews, written articles, and social media advertising. A total of 2,287 survey responses and 4,554 votes on the interactive mapping were collected, totaling 7,404 public responses.

*Cape Fear Transportation 2040*, the WMPO's currently adopted MTP, will be referenced to establish the list of projects for submittal to the state's Prioritization process, which will ultimately program the STIP and TIP. *Cape Fear Moving Forward 2045* is being developed under the guidance of a Citizens Advisory Committee (CAC) appointed by the Board. The CAC was charged with ensuring that *Cape Fear Moving Forward 2045* was developed in a manner that reflected the desires of the community. Input from subject matter experts is also being incorporated. The MPO is commended for this. The MPO is expected to adopt the MTP in the Fall of 2020.

The MTP identifies all regionally significant projects, including those from non-Federal funding sources. Federal, state, and existing and proposed local sources were all considered in the development of the *Cape Fear Moving Forward 2045*. The Plan outlines 25 years of realistic proposed investments in the context of reasonably anticipated future revenues.

The MTP is linked to land use plans within the region to support its goals. Consultation with local land use planners allowed socioeconomic and other assumptions for *Cape Fear Moving Forward 2045* to align with the vision of local planning documents.

*Cape Fear Moving Forward 2045* incorporates projects and policy recommendations for every major mode of transportation in the MPO planning area, including aviation, bicycle/pedestrian,





ferry and water transportation, freight/rail, mass transportation, and roadway. The Travel Demand Management element of *Cape Fear Moving Forward 2045* outlines both short-range and long-range multimodal strategies to more efficiently utilize the existing transportation network. Short-range strategies include establishment and promotion of alternative work schedules, carpool/vanpool, park and ride lots, transit amenities, bicycle and pedestrian infrastructure, bicycle sharing programs, and car sharing programs. Long-range strategies include establishment and promotion of transit-oriented development, trip reduction programs for large mixed-use developments, water taxi service, light rail, and High Occupancy Vehicle (HOV) lanes.

*Cape Fear Moving Forward 2045* incorporates future revenue forecasts for federal, state, and local funding sources for the operation and maintenance of federally-supported transportation projects over the life of the plan. Evaluated federal maintenance sources include Interstate Preventive Maintenance, Section 5307 funds, Section 5311 funds, Section 5316 funds, Section 5317 funds, Community Transportation Program (CTP), State Maintenance Assistance Program, and Rural Operating Assistance Program. Evaluated state maintenance sources include Division 3 Maintenance funds, Powell Bill funds, and the Highway Fund. Evaluated local maintenance sources include general obligation funds set aside by member jurisdictions to supplement transportation maintenance and operation needs, transit passenger fares, and other miscellaneous transportation authority revenue sources. All the identified future transportation network improvements in the MTP are balanced by identified and realistic projected revenue sources.

NCDOT has been involved throughout the development of *Cape Fear Moving Forward 2045*. NCDOT Division Planning engineers and Transportation Planning Branch engineers assisted with the development of every element of the plan by participating in the modal subcommittees that developed the goals, objectives, policies, and projects for each element. Transit operators within the MPO boundary participated in the creation of the Mass Transportation element of the plan. Mode-specific experts at NCDOT participated in the development of their respective element of *Cape Fear Moving Forward 2045*. Having subject matter experts has been integral to the development of the plan and associated planning factors, such as for resiliency where experts helped set the vision and goals (with the MPO Board weighing in on this). This has resulted in the identification of roadway upgrades such as I-95 and I-40 as well as storm water and dredging projects being identified. In addition, the MPO Board developed a Strategic Business Plan in 2017 that identifies six priority projects/areas; the Hampstead Bypass; Independence Blvd Extension; the Cape Fear Crossing to include the Cape Fear Memorial bridge replacement; the Wilmington Rail Realignment; the reestablishment of rail trackage between Wallace and Castle Hayne; and support for ILM to increase direct flights to and from the airport. This plan will be reevaluated and updated after the adoption of *Cape Fear Moving Forward 2045*.

### **Commendation:**

The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.



## Financial Planning

**Regulations: 23 CFR 450.324; CFR 450.326**

### **Status:**

The WMPO utilizes NCDOT's Strategic Prioritization on Transportation (SPOT) Online to derive planning-level cost estimates for projects. This is consistent with statewide planning-level cost estimation practices. The Financial Analysis element of *Cape Fear Moving Forward 2045* documents the MPO's fiscal constraint through a narrative, tables, and charts. It was developed with public review that included initial draft availability for review and comment by the WMPO's members, planning partners, CAC, TCC, and Board. Cost estimates for projects contained within the plan were developed by a consultant utilizing the following resources: approximating costs from comparable projects included in NCDOT's STIP; NCDOT's itemized cost estimate sheets and bicycle and pedestrian cost estimation tool; and estimations of component costs based on current sale prices (public transportation amenities).

*Cape Fear Moving Forward 2045* includes a financial analysis component that compares total estimated cost per mode to total projected revenue per mode. Within each mode, revenue projections were broken into 5-year funding bands and projects were programmed based on their estimates into each of these bands. To account for inflation, project cost estimates were inflated by a 3% annual rate.

Three major components of non-federal funding are utilized in the MPO planning area. First, state funding sources have steadily matched or partially match federal funding sources, depending on transportation mode and funding source. State matches in the past have been stable non-federal sources because they have consistently been used historically and their use is legislated in the State's Strategic Transportation Investments (STI) legislation. The past consistency of the state matches allowed for reliable assumptions for the revenue projections in the MTP. Another non-federal revenue source utilized in the MPO planning area is recurring local contributions to transportation projects. Recurring local contributions can be the result of Powell Bill allocations, general fund allocations, or public works budgets. The composition of recurring local contributions can be varied but they have all been vetted through consistent historical use. The final types of non-federal funding source utilized in the WMPO planning area include alternative funding mechanisms and capital improvement projects. These types of funding sources are much more difficult to forecast. For MTP development, Board members were asked to identify alternative funding mechanisms that they believed would be supported by their board and constituencies. This information was used as a basis for determining alternative funding mechanisms to include in the financial plan. Alternative funding sources were projected through to the horizon year of the plan, to incorporate an assumption that the institution of any identified alternative funding mechanisms would not coincide with the adoption of the plan but



would likely be delayed for a few years' time. The alternative funding source revenue generation was then estimated through 2045 based on the existing legislated rules.

The WMPO designed a project database to better track its project development from the long-range transportation planning process (to include CTPs, MTPs, corridor studies, etc.) through all phases of funding in programming and development in the TIP.

The revenue forecasting approach is cooperative among all MPO partners, and is documented in the MTP. The NCDOT's STIP Unit, Division 3, Aviation Division, Ferry Division, Rail Division, Bicycle and Pedestrian, and Public Transportation Division; Cape Fear Public Transportation Authority; the North Carolina Port Authority; and the Wilmington International Airport Authority were all integral to MTP financial plan development. Consultants were also used. To involve these partner agencies in the funding forecasts for the STIP/TIP development process, the Wilmington MPO consulted the Cape Fear Public Transportation Authority and the Wilmington International Airport Authority on the submittals to NCDOT SPOT for prioritization. For their part, the State also incorporates the consultation of the NCDOT Divisions into the administrative prioritization mechanisms.

The draft financial plan was available for public review and comment during public outreach for the MTP. The MPO illustrated the impacts of the draft financial plan and solicited comments through creative graphics indicating which projects would be funded and which ones would not along with identified funding projections. The MTP lists projects that were discussed during the plan development process that could not meet the fiscal constraint requirement of the document. The MTP suggests that these projects should be considered part of the MPO's Comprehensive Transportation Plan (CTP). The financial plan is recorded as an element of the WMPO's adopted MTP and is available on the MPO webpage, at each of the MPO's member jurisdictions, and at local libraries. The financial strategies are communicated to the public through the MTP. During MTP development, outreach to the public involves interactive displays of projects anticipated to receive funding. Comment forms used to inform the MTP development also educate and involve the public of fiscal constraint realities.

The TIP provides specific information on revenue source by program year and funding source. Partners at NCDOT's STIP Unit prepare the STIP as well as the WMPO TIP in consultation with the MPO based on the results of NCDOT's biennial prioritization process. Included in this document are a table of projects programmed for funding over a ten-year timeframe; how much revenue is programmed in each year from each funding source towards each phase of project development; and details about the project to include the project's county, route/city, identification number, location/description, length, total project cost, and cost from prior years.

Procedures are followed to ensure that TIP financial plans within the State are consistent with the North Carolina Statewide Transportation Improvement Program (STIP). The STIP was created through the collection and analysis of all projects adopted in Metropolitan Transportation Plans



to include the WMPO's MTP. The STIP is programmed using input from MPOs, RPOs, and Division Engineers throughout the State.

Operations and maintenance costs are linked to asset management systems and the Congestion Management Process (CMP). To ensure validity in fiscal projections, entities that manage assets were involved with the development of the maintenance and operations projections in the MTP. Adequacy of Operations and Maintenance (O&M) funding is determined by agencies that own and manage facilities. NCDOT and member jurisdictions each manage different facilities in the WMPO. NCDOT and member jurisdictions were consulted regarding their existing and projected O&M funding levels during the development of the MTP. Estimates based on historical funding are adequate.

Any addition or deletion of a project from the MTP that could impact the MTP's financial plan requires a resolution amending the MTP. The WMPO utilizes the NCDOT STIP Amendment and Modification Guidelines, which describe a process and define rules for determining which items constitute an amendment, and which items constitute an administrative modification for the TIP.

## **Air Quality**

**Regulations: 23 CFR 450.314; 23 CFR 450.324; 23 CFR 450.322; 23 CFR 450.326; 23 CFR 450.328; 23 CFR 450.336**

### **Status**

Currently the Wilmington Metropolitan Planning Organization (WMPO) is an air quality attainment area; therefore, air quality conformity is not required.

## **Transportation Improvement Program (TIP) Development/Project Selection**

**Regulations: 23 CFR 450.326; 23 CFR 450.330; 23 CFR 450.332; 23 CFR 450.328**

### **Status**

The TIP is the product of a cooperative prioritization process defined by the Strategic Transportation Investments (STI) legislation and managed by NCDOT's Strategic Office of Prioritization (SPOT). This process evaluates all capital transportation projects for funding using one process with multiple formulas. Local MPOs, RPOs, and Division Engineers have an opportunity to submit a set number of projects for review through this process every two years. Each project is evaluated through a set formula published by the state. Projects are then programmed into the STIP/TIP based on their resultant scores. Public input is encouraged



during local input processes. The goal of the STI legislation is to make the transportation funding process data-driven and transparent. Local input is solicited from MPOs, RPOs, and Division Engineers on the final project scores of any project that is categorized by the legislature as having regional impact or meeting division needs. The MPOs and RPOs are required to develop local input methodologies reviewed by the public and approved by the MPO Board and the state to guide the local input that is provided as part of the project score for regional impact and division needs projects. Through the State-legislated STI process, specialized criteria have been created to evaluate each mode of transportation for a total of fourteen formulas with different component criteria. The criteria that are used to evaluate public transportation projects include: 1) access, 2) system safety, 3) impact, 4) cost effectiveness, 5) market share, 6) age, 7) ridership growth, 8) mobility, 9) economic development, and 10) congestion relief. The MPO groups STP-DA and TAP-DA projects into lump-sum items. This allows for greater flexibility and more immediate local control for projects that are managed by local jurisdictions. Public involvement has not specifically affected the content of the TIP.

The TIP is an important tool utilized to implement the recommendations in the MTP. The TIP programs capital transportation improvements in the MPO based on initial project input. The State utilizes its STI process for prioritizing projects for programming in the STIP. The STI process was developed with NCDOT, MPO, and RPO input. The STI also establishes the Strategic Mobility Formula, a method of allocating available revenues based on data-driven scoring and local input. The Strategic Mobility Formula funds projects in three categories: 1) statewide mobility, 2) regional impact, and 3) division needs. As part of the STI process, MPOs may submit projects for evaluation under the three funding categories. MPOs may apply additional points for prioritization for funding at the regional and division levels. Because NCDOT utilizes a consistent formula for prioritization of projects throughout the state, the State's prioritization of projects for programming in the TIP may not directly align with the prioritization of projects in the MTP. However, the MPO applies local input points to provide flexibility in addressing local transportation needs.

All revenue projections in the TIP are created by the North Carolina Office of State Budget and Management after a careful analysis of historical state and federal revenue sources, rules, and information available about the future financial climate. The State and transit operators provide the MPO with estimates of Federal and State funds available for the metropolitan area upon request. This information is also included in the MPO's annual report.

The TIP does not account for the full breadth of policy and programmatic recommendations in the MTP, many of which are funded through the WMPO's management and operations line item or other portions of PL funding within the UPWP. The TIP contains neither projects that are funded through local revenue sources nor all regionally significant projects. A list of projects is produced as a separate document annually and distributed by the end of the federal fiscal year.

The MPO adopted TIP Amendment and Modification guidelines created and utilized by NCDOT. TIP Amendments require a 30-60 day public comment period. Administrative modifications are only acceptable when changes are occurring to projects already programmed in



the STIP and TIP to: 1) change costs below predetermined thresholds, 2) move project phase dates within the 4-year STIP time window, 3) change the project scope or description in a way that does not significantly diminish the ability to achieve the original project intent, and 4) to change traditional (non-AC) project funding sources. Administrative modifications are streamlined and do not require public review or comment or additional demonstration of fiscal constraint. The NC Board of Transportation and Wilmington MPO adopt administrative modifications without a public comment period. The TIP is updated in accordance with NCDOT's SPOT prioritization process, which is planned to occur every two years. The NCDOT may ask the MPO to modify and/or amend the TIP based on project scope or time changes, and the MPO may modify or amend the TIP for time, project scope, and/or funding changes.

## **Public Outreach**

**Regulations: 23 CFR 450.316 232 CFR 450.324; 23 CFR 450.326**

### **Status**

The MPO's adopted Public Participation Plan (PPP) is comprised of the public involvement programs for all the major planning activities, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Federal requirements, and State requirements. Both the TCC and Board were involved in developing the PPP. The MPO continuously evaluates the effectiveness of its public involvement process. The main goal is to develop a strategy that effectively reaches a target audience, which may be crafted to a specific project, while maintaining the goal of engaging the regional community.

The PPP emphasizes the importance of developing a public engagement strategy that stimulates involvement from traditionally non-participating minority and low income (MLI) populations. The PPP directs staff to identify and meet with organizations and community leaders who represent these populations, with the focus of building relationships and developing strategies that will encourage participation in the planning process. The MPO also seeks assistance from the community leaders and organizations when implementing the strategies. The MPO utilizes public notices in newspapers and publications serving minority communities; press releases to media contacts; documents containing maps, photographs, or other visualization tools to effectively communicate information; and special services for non-English speakers. For example, a Spanish translator is present at public meetings, and outreach material is translated for the MTP. The MPO has worked with the University of North Carolina at Wilmington (UNCW) to provide these services.

The MPO maintains an email list that includes 15,000 citizens, businesses, media, universities, the MPO conducts extensive advertising of public meetings using media outlets, a newsletter, periodic transportation summits, distributing written materials to the public, and Citizen's Advisory Committee (CAC). The WMPO also maintains a list of EJ communities and contacts





representatives specifically to alert them to share with their communities' opportunity for public participation and comment, including the following:

- Hemenway Community Center
- Unitarian Universalist Congregation Wilmington
- Life Community Church
- Royal Palms Mobil Home Park
- New Beginning Christian Church
- St Stanislaus Church
- St Nicholas Greek Orthodox Church
- Wilmington Baptist Association
- Port City Church
- Bible Baptist Church
- Oleander United Methodist Church
- Amigos International
- UNCW, World Languages & Cultures Department

Public meetings are held at locations with transit service and times accessible to the public. ADA accommodations can be made upon request. Public input is sought in both written and electronic format. Materials and surveys written in Spanish are also produced. MPO staff seek input at community events and facilities, and civic organizations. The MPO maintains public involvement from the early stages of the planning process, making information readily available, educating citizens and elected officials to increase general understanding of transportation issues, establishing a clear channel for an effective feedback process, and evaluating the process to ensure effectiveness.

The WMPO makes key information available in electronic format through the organization's website. The MPO has received over 7,000 responses via its website. Road projects generate the most comments. The MPO is commended for its public outreach efforts and the level of interest it has garnered. Project plans, announcements, committee agendas, contact information, and data are continually updated. Furthermore, major projects have their own website that provides citizens the opportunity to readily find and review project documents. MPO staff also provides information to citizens in electronic format when requested.

The Board responds to public comments either by incorporating a summary of public comments and the MPO's response as an appendix into the specific planning document, or, depending on the number of comments, the Board may instruct the planning staff to respond directly by letter or email. Public comments received are presented to the TCC and Board, in summary form or verbatim, prior to voting on adopting a plan or supporting resolution in question.



The MPO collaborates with its partners when public engagement events are being held within the MPA. The MPO reaches out to stakeholders and notifies them of meetings, arranging appropriate venues, attending meetings, and other matters with which the partner may need assistance. The MPO and State agencies are actively involved with their respective projects by providing input on projects, being present at MPO committee meetings, and attending public meetings project adoption. Statewide plans are referenced by the MPO, when applicable.

The MPO provides opportunities for participation from the Cape Fear Public Transit Authority by having members on both the TCC and Board. Public meetings are often held at transit stations or locations with reasonable access to public transportation. City and County officials are often present at public meetings as well as a member of a project steering committee. The MPO often provides project updates to the governing board of the jurisdiction in which the project is located. Board members are given monthly project status updates. MPO staff regularly attend New Hanover County Airport Authority and North Carolina State Ports Authority meetings, and have representatives attend MPO committee meetings. The MPO has a Transportation Demand Management Coordinator who seeks the participation of ridesharing stakeholders. The Work Cape Fear: Expanding Commuter Options in the Cape Fear Region Plan, was adopted in January of 2015 and is currently being updated. Private transportation providers are accounted for when developing the MTP.

### **Commendation:**

The MPO is commended for its use of new and innovative public outreach techniques which have resulted in increased public input.

## **Self-Certifications**

### **Regulations: 23 CFR 450.336; 23 CFR 450.220**

#### **Status**

The Self-Certification process is documented through resolution certifying the Wilmington Urban Area MPO Transportation Planning Process. The Board is apprised of all the major laws that govern transportation planning. They are identified at the beginning of the self-Certification process. NCDOT provides a specialized checklist of topics and issues to the MPO to consider for self-certifying the planning process. The MPO and transit authority provide for the expenditure of Section 5303 funding. Supporting documentation and information that is provided to the MPO Board when the self-Certification is approved includes: 1) the Unified Planning Work Program, 2) Resolution adopting the UPWP, and 3) Resolution Certifying the Transportation Planning Process for the Wilmington Urban Area MPO. This information is also available on the WMPO's website. The self-Certification is provided to the Federal agencies and the State as part of the UPWP, which is adopted every year.





The MPO conducts transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 USC 134 and 49 USC 1607, which is accomplished through the development and adoption of the MTP. The UPWP is updated and adopted yearly at Board meetings. Each agency is provided an opportunity to review and comment on the draft and final UPWPs during TCC and Board meetings. A 30-day public comment period is held prior to UPWP adoption.

An open public comment period is included on Board meeting agendas, which allows the public to voice their opinions or concerns regarding the self-certification and any other transportation topics. The agenda packets are available on the MPO's website and distributed via email.

## **Title VI and Environmental Justice (EJ)/Limited English Proficiency (LEP)**

**Regulations: 23 CFR 450.220; 23 CFR 450.336**

### **Status**

The MPO's Title VI Plan was updated in July 2019. The Wilmington MPO's Environmental Justice (EJ) efforts are documented as part of its draft Cape Fear Moving Forward 2045 plan. The MPO's demographic profile identifies/maps seven populations, including African American, Hispanic, and other minority populations. Standalone maps have been added to this section for each of the identified seven minority populations, including low income, in the draft final 2045 MTP (to be adopted in October 2020). The MPO uses poverty level as the basis for defining low income.

In conducting its EJ analyses, the MPO referenced Traffic Analysis Zones (TAZs), which provide more precise information than Census tract data. The MPO's EJ analysis measures benefits and burdens, but does not address their cumulative impacts. It is recommended that the MPO analyze past projects to ensure that cumulative impacts of benefits and burdens are considered. Staff conducted a business district analysis which fed into the prioritization process. Minority business communities were identified and mapped as part of the demographic data collection efforts as well as minority and low-income populations in their 2045 MTP, which will be adopted in October 2020.

The MPO's public involvement efforts to reach minority and low-income populations are yielding results. The MPO conducted a survey distributed to churches, housing authorities, etc. as part of the development of its 2045 plan for which it had an excellent response rate overall and a respectable response rate from minorities. The MPO publishes its public outreach materials in Spanish to reach Hispanic populations. The MPO ensures diversity on its distribution lists, has a racially diverse citizen's advisory committee, and maintains a list of EJ community organizations.



### **Recommendation:**

It is recommended that the MPO analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.

## **Congestion Management Process (CMP)**

### **Regulation: 23 CFR 322**

#### **Status**

The Wilmington MPO's Congestion Management Process (CMP) follows the 8-Step approach. CMP effectiveness is evaluated as progress toward goals is measured, deficient segment data is updated with the latest information, the effectiveness of proposed projects and congestion management strategies are reviewed, and future initiatives are pursued. The CMP is also reevaluated and incorporated during the MTP update process. Consideration is given to examining traffic congestion conditions and problems on a regional basis.

A process is in place to track and inform elected officials and the public on progress of the MTP and TIP toward the inclusion and implementation of management and operations goals and objectives. The MPO will be updating a Strategic Business Plan that will report and measure the goals and objectives. Operational strategies in the MTP and TIP are identified to allow stakeholders to clearly see the corresponding levels of investment.

CMP performance measures are tracked and evaluated to ensure strategies are implemented effectively and the MTP includes management and operations strategies proposed for funding that are supported by specific goals and measured objectives contained in the CMP. The Transportation Systems Management and Operations (TSMO) element of the MTP focuses on enhancing the existing infrastructure to increase capacities, integrate transportation and land use planning, and reduce congestion in the Wilmington Urban Area. To involve the operations community, the MPO developed a Congestion Management Process (CMP) Steering Committee composed of land use, transportation, and traffic operations professionals from local government organizations, NCDOT, and FHWA. The committee has sought to align the CMP goals with the draft Cape Fear Moving Forward 2045 Plan. Mechanisms are in place for measuring performance of management and operations goals and objectives. The CMP network was broken up into segments and performance measures are being used to identify, assess, and communicate information on each individual segment as to where it ranks in travel time, safety, volume, and transit performance. These rankings are assessed on a continual basis and reported in the biennial report every two years. The MPO produces a biennial performance report as part of its CMP. The CMP biennial report includes a section of snapshots that previews the performance of the segments and will be used as a tool to monitor the progress by identifying what strategies will need to be used to improve each segment. The snapshots will also identify improvement projects that will potentially have an impact on CMP segments. The system monitoring section will identify projects in the TIP and how they will improve the system. The snapshots will



reflect the progress of the MTP since the CMP goals align with the MPO's currently adopted MTP and the strategies used to improve segments were based off those goals. Every biennial report will review the CMP's effectiveness. Areas where the CMP strategies have been applied will be analyzed for changes and correlated to the effectiveness of the applied strategies. Where strategies are not working or are not having a positive impact on the segment, other strategies will be sought and prioritized accordingly.

Data collection and analysis processes are in place to assess the existing transportation system for management and operational deficiencies. As of now, traffic counts, travel time data, hot spot identification, truck counts, bicycle and pedestrian counts, crash data, and transit boarding data is collected by the MPO, NCDOT, City of Wilmington Traffic Engineering, and WAVE transit. The MPO used to use truck counts, floating car analysis to obtain average travel time and average delay. They are moving away from this and moving toward the use of NPMRDS data. This information influences projects selected for the MTP.

The MTP includes management and operations strategies proposed for funding that are supported by specific goals and measured objectives contained in the MTP. The Transportation Systems Management (TSM) element focus on enhancing the existing infrastructure to increase capacities, integrate transportation and land use planning, and reduce congestion in the Wilmington Urban Area. To involve the operations community, the MPO developed a Congestion Management Process (CMP) Steering Committee composed of land use, transportation, and traffic operations professionals from local government organizations, NCDOT, and FHWA.

Freight mobility needs are assessed and addressed through the CMP via traffic volume counts, floating car studies, truck counts, freight corridors, traffic separation studies via FTA, ports, analysis of hot spots, and multi-modal considerations.

The Intelligent Transportation Systems (ITS) Regional Architecture contains projects that are consistent with the MTP and are included in the overall planning process. The MPO uses a mitigation toolbox to reduce congestion. The toolbox includes TDM, modal shift, prioritization policy, etc.

## **List of Obligated Projects**

**Regulations: 23 CFR 450.334; 23 CFR 450.314**

### **Status**

NCDOT conveys information on the annual obligations to the MPO through its TIP Programming Unit. This information is transmitted annually at the end of the federal fiscal year. The information is posted on the MPO's website. NCDOT produces a report with information on every obligated project for every county in the MPO that includes each project's Division, County, Project Number, Description, Type, Amount, and whether it is federally funded or state



funded. The listing is not included in the TIP or MTP. It is transmitted as an independent document. No public comments have been received on the listing. The public can request a copy or download both documents from the website to compare the fiscal funding year column in the TIP to the list of obligated projects.

## **Environmental Mitigation**

**Regulations: 23 CFR 450.324; 23 CFR 450.316**

### **Status**

The MPO uses several outreach activities to consult with Federal, State, and local agencies when developing the MTP, including email, telephone communications, public meetings, subcommittee meetings, workshops, conferences, and MPO committee meetings. The MPO overlays project maps with human and natural environmental resources to determine the level of impacts, including perceived impacts as well as narrowing down alignments using GIS and NCDOT's "Project Atlas." Information and data have been assembled identifying environmental features that may be impacted by MTP activities, including level of intensity analysis based on GIS, scoring methodology based on features, and perceived degree of impact.

Environmental Assessment areas include hydrologic features such as bodies of water, wetlands, and floodplains; cultural features such as colleges, universities, schools, and historic buildings and districts; and other environmental features such as hazardous waste sites, conservation tax credit properties, land trust preservation properties, managed areas, and significant natural heritage areas. If projects are anticipated to impact the environmental resources in the region, transportation planners and engineers can consider several mitigation strategies, including realignment of the project; the construction of noise walls, retaining walls, or bridges; and the installation of landscaping or traffic calming devices. Resource agencies are continuously consulted and their comments received during the entire process of developing the MTP. The MPO works with resource agencies to identify environmental elements that may be impacted from transportation projects and establishes strategies to mitigate impacts as part of the consultation process. Input and comments from resource agencies are used to assess which activities may have the greatest potential to restore, improve, and maintain the environment. Mitigation activities have been identified to restore, improve, and maintain the environment, including erosion and sediment control measures and wetland impacts and restoration.

## **Consultation and Coordination**

**Regulations: CFR 450.316; 23 CFR 450.324**

### **Status**

The effectiveness of the MPO's consultation and coordination process is evident in open relationships, communication, and collaboration. The MPO is working with the City of



Wilmington Engineering Department and a merger team on the Cape Fear Crossing project; developed a CMP with NCDOT Division 3; and worked with NCDOT Division 3, the Port of Wilmington, Wilmington International Airport, and transit providers on project prioritization.

In developing the MTP, the WMPO utilized the expertise of subject matter experts by creating subcommittees for Transportation Demand Management, Congestion Management Plan, Roadway, Mass Transportation, Bicycle, Pedestrian, Aviation, Ferry, and Freight. The subcommittees were comprised of individuals who are experts, citizens, and public servants representing the community and state and local agencies. During subcommittee meetings, the WMPO staff initiated group discussion by presenting pertinent information, such as public surveys and data.

The MPO provides opportunities for agency consultation in the planning phase, through the development of the MTP and Prioritization, project development, and through the permitting and merger process. The MPO informs agencies of consultation activities and provides opportunities to review at key decision points through email, personal phone calls, Board and TCC agenda packets, advertising using media outlets and websites, and through discussion at committee meetings. The MPO demonstrates responsiveness and consideration to input by keeping up with issues and incorporating them into the documents. The MTP utilizes input from stakeholders and partners for developing goals, strategies, and identifying community values. The MPO responds to questions or proposals either directly, via phone or email, or in a summary.

Statewide consultation is coordinated by maintaining a strong relationship with the NCDOT. The NCDOT's Transportation Planning Branch representative is a member of the TCC and the North Carolina Board of Transportation has a representative on the Board. The MPO also participates on statewide committees for plans and activities that include: NC Toll Development Handbook, NC Moves 2050 plan, NCDOT Resiliency and Resiliency efforts, etc.

The MPO maintains a list of agencies contacted, including names and addresses, of agencies responsible for natural resources, land use, economic development, environmental protection, and para-transit. Documents produced from the Interagency Coordination Protocol for North Carolina's Transportation Planning Process provides a comprehensive contact list and data resources for a planning process that includes developing a vision, conducting a needs assessment, analyzing alternatives, developing the final plan, and adopting the plan. MPO staff maintain contact information for local organizations and other key stakeholders in the transportation planning process within the region.

## **Management and Operations (M&O) Considerations**

**Regulations: 23 CFR 450.324; 23 CFR 450.326**

**Status**



The MPO maintains a data collection and analysis process to assess the existing transportation system for M&O efficiencies, including all modes. The MPO conducted a financial assessment of M&O costs of the existing transportation system and the revenue sources available to fund it. This assessment contains financial estimates for the life of the MTP. The major causes of congestion in the MPO include volume and capacity constraints, lack of funding, and increasing population and density. The MPO is exploring how to create the most efficient and effective transportation system while maintaining existing infrastructure and providing more transit, bicycle, pedestrian, and possibly street cars or trolleys.

## **Transportation Safety Planning**

**Regulations: 23 CFR 450.306; 23 CFR 450.324; 23 CFR 450.322; 23 CFR 450.326**

### **Status**

The safety planning factor is considered in the MPO's draft MTP, *Cape Fear Moving Forward 2045*. To improve safety between bicyclists, pedestrians, and drivers, the MPO has supported NCDOT's Watch for Me NC bicycle/pedestrian/driver safety campaign. Safety materials have been distributed, and law enforcement has participated in safety training to improve safety conditions by enforcing safe biking, walking, and driving habits. In 2019, the WMPO's TDM program promoted the 'Be a Looker' campaign. The campaign provided outreach activities and advertisements that informed all users of the roadway (motorists, bicyclists, and pedestrians) network on the rules and best practices of the road. 283 citizens of the region pledged to be a looker. Bicycle and pedestrian projects were prioritized using a data measure to allot more points toward a project that would satisfy a demonstrated need for a safer facility along a typically unsafe roadway for cyclists and pedestrians. Projects were awarded up to ten points, depending on the functional classification of the parallel road. This prioritizes projects along busy and congested thoroughfares over low-volume neighborhood streets.

Partners involved in transportation safety planning include NCDOT, law enforcement, emergency management, the port, Wilmington International Airport, WAVE transit, elected officials, and an Incident Management Team. Recommendations from the Wilmington International Airport Mater Plan and Ferry and Water Transportation chapters include safety improvements for all users. The Freight/Rail chapter, analyzes improving the "last mile" of travel to freight nodes. Locations where conflicts occur between freight and other modes of transportation along major freight routes were identified. Project recommendations were developed to address these conflict areas and mitigate safety issues. A major goal of the Public Transportation element is to complement public transportation routes/services with physical infrastructure, which will increase the safety of pedestrians who are waiting for public transportation service by providing facilities for them to wait in a highly visible location outside of the vehicular travel lane. An objective of the Public Transportation element is to ensure





paratransit options are available and that robust ADA-accessible pedestrian networks exist between public transit stops and adjacent destinations. Finally, highway crash data was specifically used to identify and evaluate roadway projects that could improve safety on the overall transportation network.

Safety goals and objectives were developed to correlate to the central vision of the MTP. The safety goals and objectives for the metropolitan planning area are consistent with the State Highway Safety Plan (SHSP). The SHSP outlines specific actions that can be taken towards reducing the highway fatality rate in the state. The MPO's planning documents address safety goals and objectives more broadly. Several emphasis areas outlined in the SHSP overlap with the types of projects prioritized by safety goals and objectives in the MPO, including Intersection Safety, Pedestrians and Bicyclists, and Speed. The MPO's safety process relates to the SHSP process by assigning additional points to safety projects, selecting spot safety projects, coordination and agency partnerships, installation of traffic signals, and exploring innovative ways to obtain funding for improvements.

The MPO collects safety data from other sources including Bicycle and Pedestrian crash data from the NCDOT; Traffic Engineering Accident Analysis System (TEAAS) data on crashes, crash types, crash locations, and seriousness of injury; bicycle and pedestrian counts; vehicular counts; travel time data from floating car studies; hot-spot analysis from floating car studies; and ridership data from fixed-route public transit. Crash data, police reports, City of Wilmington Engineering Department, and safety studies are used to analyze and select which projects will be included in the TIP.

Safety impacts of potential transportation projects are evaluated. Impacts of project alignment and design are analyzed through the design, environmental, and project development processes.

Safety is considered in determining which projects were included in the draft 2045 MTP. Several of the performance metrics used to prioritize projects address safety and impact which projects will ultimately be included in the fiscal constraint of the MTP. Because safety is one of the goals in the MTP, performance metrics evaluating bicycle and pedestrian, ferry, mass transportation, and roadway projects address how they fare regarding safety metrics to such as:

- Considering the nature of adjacent traffic in bicycle facility prioritization
- Prioritizing crosswalks at existing signals
- Prioritizing public transit service to medical centers



- Ensuring robust and ADA-accessible pedestrian networks exist linking public transit stops to adjacent destinations
- Ensuring paratransit transportation needs are met for travelers
- Prioritizing the installation of crosswalks at bus stop locations where ridership and potential ridership is highest and/or where safety concerns exist
- Prioritizing roadway projects that reduce the rate of crashes on existing facilities
- Prioritizing roadway projects that reduce the rate and severity of crashes on existing facilities
- Prioritizing roadway projects that reduce the vulnerability of bicyclists and pedestrians on existing facilities

## **Security in the Planning Process**

**Regulations: 23 CFR 450.306; 23 CFR 450.206; 23 CFR 450.324**

### **Status**

The MPO works with security professionals from the NC Port of Wilmington, representatives from the Military Operations Terminal at Sunny Point, and local police departments on mode-specific subcommittees to develop the MTP. Input from security professionals is used to help define the goals, objectives, policies, projects, and project prioritization within the different mode-specific elements of the MTP. The MPO also enjoys an excellent collaborative relationship with police departments from member jurisdictions, various sheriff's departments, and local crossing guards to coordinate support and input on bicycle and pedestrian infrastructure and events. The MPO collaborates with local law enforcement and public safety professionals to ensure projects address safety and security needs.

The MPO prepares for hurricane evacuation events. Plans have been developed for evacuation of transportation-disadvantaged populations through an assessment of projects, and reference the NCDOT hurricane evacuation routes.

## **Integrating Freight in the Transportation Planning Program**

**Regulations: 23 CFR 450.306; 23 CFR 450.316; 23 CFR 450.104**

### **Status**

The involvement of the freight community is an ongoing and collaborative process. The WMPO's Public Participation Plan (PPP) lists the use of stakeholder interviews as one of the targeted outreach efforts. The PPP goes on to list potential stakeholders and includes





representatives from a military growth task force, shippers, NCDOT Railroad, Colonial Terminals, Port of Wilmington, CSX, a short-line railroad, Wilmington International Airport, and MCO trucking. The MTP contains a Freight/Rail element, which was produced under the guidance of a freight/rail subcommittee comprised of the following stakeholders:

- NC State Ports Authority
- NCDOT Rail Unit
- CSX
- Wilmington Terminal Railroad
- MCO Transportation
- Military Terminal at Sunny Point
- Brunswick County Economic Development Corporation
- City of Wilmington Rail Realignment Director
- Citizens Advisory Committee

This subcommittee guided the development of goals, objectives, policies, projects, and project ranking within the MTP. The MPO is commended for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.

The MPO considers and evaluates land use and freight-oriented developments within its metropolitan planning boundary. The MTP discusses balancing freight issues with land use and other transportation issues in an urbanized environment. Specifically, the MTP notes the importance of planning for freight improvements within the last mile of travel to a freight node to include increasing the efficiency of travel for trucks/rail in the last mile while balancing the mitigation of conflicts with other modes of transportation. The WMPO has pursued training for its staff on freight and rail initiatives.

The freight community is engaged in the planning process, particularly in the development of the transportation plan and TIP. The involvement of the freight community in the planning process is a sustained, ongoing collaborative effort. The relationships built through the MTP freight/rail subcommittee meetings and ongoing interactions with the NC Ports of Wilmington, CSX, and the local short line (Wilmington Terminal Railroad/Genesee and Wyoming) allow for easy consultation and communication as specific freight/rail issues arise.

The MPO has defined the term “freight corridor” for transportation planning purposes in their CMP. A “Freight Corridor” is defined by a large volume of truck/freight traffic looking to travel along the corridor. The MTP includes a map of Port of Wilmington Truck Movements and



discusses freight corridors within the MPO boundary. Freight-related corridors are given extra weight as part of the MPO TIP and MTP prioritization and project selection process. In the project prioritization for roadway projects, 2.5% of the project score is based on how it can “address future anticipated freight/industrial growth areas.” Additionally, the CMP process requires periodic evaluation of the MTP priorities after the adoption of a biennial report. The CMP specifically evaluates and provides recommendations for regional freight corridors.

The MPO has processes in place to collect traffic data and monitor the system performance reliability of the regional transportation system with regard to major freight movements such as travel time, speed, and delay time. On a biennial basis, the CMP evaluates each freight corridor’s travel time hot-spots (locations of delay), volume, peak hours, and truck counts. The MPO also has an annual traffic count program that allows for an expansion of special counts to include data collection for other specific freight-related needs.

Freight-related data is collected on a biennial basis through the CMP. MPO staff work with City of Wilmington Traffic Engineering staff to collect and analyze floating car studies for hot-spot identification, travel times along corridors, and peak hours. MPO staff use tube counters to collect vehicular counts, high-star counters to collect truck counts, and NCDOT’s Traffic Engineering Accident Analysis System (TEAAS) for crash information. NCDOT produces GIS files for the WMPO with crash data and statistics for the region, which are analyzed for freight implications. The MPO has investigated the use of FHWA Freight Analysis Framework (FAF) data.

The MPO collects and utilizes freight-related data for numerous purposes. This data was referenced recently in a military power projection platform feasibility study to replace the Cape Fear Memorial Bridge, a new I-140 extension across the Cape Fear river to the Port of Wilmington, and a project to facilitate truck traffic to the south gate of the Port of Wilmington.

### **Commendation:**

The MPO is commended for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.

## **Visualization Techniques**

### **Regulation: 23 CFR 450.316**

#### **Status**

The MPO is endeavoring to employ more than just traditional tables and listings to visually display information. The goal of the MPO PPP policy is to help the public and decision makers visualize and interact more effectively with transportation plans and projects, alternatives, large



data sets, and land use information. They utilize maps, graphics, surveys, and presentations to engage the public and stakeholder groups in planning efforts. The MTP displays financial information using both tables and pie charts. Financial information is conveyed at public workshops using maps of projects with and without anticipated fiscal constraint. Online interactive maps are utilized to geographically display information such as traffic counts.

The MPO's website is updated about once a week. Committee information, dates, and agenda packets are published on the website so the public can stay informed about opportunities to get involved. The website contains general and background information about the MPO, information about the boards and committees, staff contact information, an interactive GIS Data Hub, a listing of key transportation projects, and other news and events. MPO plans, documents, and maps, including the MTP, are posted on the website as PDF documents for download.

The MPO's goal is to use visual techniques to communicate complex or lengthy information in an effective format. The results of the visualization techniques are very positive. The PPP outlines several outreach strategies utilized by the MPO to present information including:

- Interactive mapping tool for MTP
- Brochures
- Flyers
- Power point presentations
- Graphics
- Stakeholder Interviews
- A Plan to Reach Non-Participating Minority and Low-Income Populations
- Education Programs
- Public Information Workshops, Charrettes, and Public Open Houses
- Surveys
- Newsletters
- Transportation Summits

The MPO strives to be creative, engaging, and effective in its outreach efforts and seeks new and effective outreach strategies such as utilization of social media and expanding use of online interactive mapping applications. Past efforts of the MPO have produced very successful public engagement that includes numerous survey responses for the MTP development.

## **Land Use and Livability**

**Regulations: 23 CFR 450.306; 23 CFR 450.316; 23 CFR 450.322; 23 CFR 450.324**

### **Status**

Issues outside of the "traditional" transportation planning process related to "smart growth," context-sensitive solutions (CSS), "green" infrastructure, complete streets, transit-oriented



development (TOD), etc. are considered, advanced, and supported through the WMPO, State DOT, transit operators, local jurisdictions, and other organizations in the planning region. These issues and ideas are discussed and incorporated into specific planning documents, projects, and plans when they are supported by the community and stakeholders. The MPO considers many different means of implementing Complete Streets, including ADA and multimodal considerations. In addition to the WMPO's Complete Streets policy adopted in 2009, the WMPO and member jurisdictions have incorporated context-sensitive solutions, green infrastructure, and transit-oriented development policies. Streetscape projects on 17<sup>th</sup> Street and Ann Street in Wilmington incorporated green infrastructure with bio-retention designed into the right of way. 17th Street incorporated landscaping and pedestrian elements complemented by bio-retention that contributes to the quality of the local Burnt Mill Creek watershed. The redesign of the Third Street Bridge in downtown Wilmington incorporates context-sensitive design solutions and complete street concepts that enable it to more positively contribute to its historical context. The bridge incorporates decorative lighting, Texas church rail railing, and decorative wall treatments. Kerr Avenue widening project included \$1 million from the City of Wilmington so that sidewalk and bicycle lanes would be included. The MPO is also coordinating with NCDOT on other projects such as the Kerr Avenue & MLK Jr Pkwy interchange, Military Cutoff & Eastwood interchange, and Market Street to include context sensitive and aesthetically appealing solutions.

The MTP includes a Bicycle and Pedestrian element produced by a subcommittee of subject matter experts. The Bicycle and Pedestrian element includes goals, objectives, policies, projects, and project prioritization recommendations that guide how facilities and the environment for these modes develop through the region. The inclusion of consideration for non-motorized modes of transportation goes beyond federal requirements. These modes are highly valued by WMPO communities and member jurisdictions. Jurisdictions use STPDA funds for Bike/Ped projects and collaborate with NCDOT on this. All transportation projects in the WMPO boundary are evaluated using complete streets concepts.

## **Performance-Based Planning and Programming (PBPP)**

**Regulation: MAP-21; FAST Act**

### **Status**

The WMPO has adopted NCDOT's performance management targets for highway safety, infrastructure condition, congestion, system reliability, emissions, freight movement, and transit. The WMPO's TIP describes that they anticipate meeting their identified targets with the mix of projects included in the 2020-2029 TIP. In addition, the WMPO has included a section in their Draft 2045 MTP on performance management.

## **Public Transit Planning**

**Regulation: 49 USC 5303**



## **Status**

Transit service in the Wilmington Urban Area Metropolitan Planning Organization is provided by Cape Fear Public Transportation Authority, doing business as Wave Transit and Pender Adult Services and Brunswick Transit System. The Wave Transit is an independent organization governed by a nine (9) member board of directors consisting of members appointed by the City of Wilmington and New Hanover County with day-to-day operations managed by an Executive Director. Brunswick Transit System is incorporated as a non-profit under North Carolina State Law. Wave Transit is represented by an appointee to the MPO Board. The MPO also has a representative on WAVE's Board. Wave Transit operates fixed route bus, vanpool, and paratransit service throughout New Hanover County and the City of Wilmington and, per the 2018 National Transit Database report, operates 25 fixed route buses, 2 vanpools and 17 paratransit vehicles in maximum service. Average daily weekday unlinked trips were 4,852 with an annual 1,371,635 unlinked trips on 4,265,371 passenger miles. Brunswick Transit operates 13 demand response vehicles in maximum service with 55,733 unlinked trips annually.

Through the MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, Wave Transit and Pender Adult Services (PAS-TRAN) and Brunswick Transit are full partners in this MPO's planning process.

The MPO's transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

## **Transportation Planning Process**

### **Regulation: 23 CFR 450.306 and 450.318:**

#### **Status**

This defines the scope of the metropolitan transportation planning process and the relationship of corridor and other subarea planning studies to the metropolitan planning process and National Environmental Policy Act (NEPA) requirements. In addition, 23 CFR 450.316 (c), (d), and (e) address the need for participation by Federal Lands management agencies and Tribal governments in the development of key products in the planning process.

#### **Status**

The participatory 3C planning process among the WMPO, NCDOT, and transit operators takes a comprehensive approach by using data-driven analysis in ascertaining the causes of transportation challenges, evaluating potential solutions, and selecting the best option. Using a comprehensive approach allows the MPO to both inform the public and seek input from interested partners and stakeholders. The process is continuing, meaning that it is performed early on in a project's life and continues throughout the process, ensuring that public values are being considered in the decision-making process. The planning process is cooperative by



encouraging those parties involved with the planning tasks to work together, delegate tasks based on expertise, and inform other responsible agencies, partners, and stakeholders on status updates.

Planning factors are considered and are incorporated into the consideration for project selection in the planning process. The MPO's biennial report evaluates the Congestion Management Program (CMP) network, using performance measures through data collection. The biennial report provides the MPO the necessary tools to evaluate congested corridors identified in the CMP.

The MPO uses guidance from the USDOT in considering Environmental Justice (EJ) deficiencies by using three fundamental principles: 1) avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations; 2) ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and 3) prevent the denial of reduction in, or significant delay in the receipt of benefits by minority and low-income populations. The MTP considers EJ deficiencies through a map-based screening analysis of projects overlaid over areas of high concentrations of sensitive populations. This screening analysis compares project spending inside and outside of high-concentration sensitive population areas and analyzes the positive and negative impacts associated with those project types at a system-wide level.

The MPO and NCDOT coordinate their respective planning processes, and strive to ensure that the regional and statewide transportation systems promote interconnectivity and share common goals. To achieve these goals and objectives, the MPO and NCDOT directly coordinate when developing the MTP and state long range transportation plan. The UPWP includes funds directly tasked to coordination of urban area activities with statewide and regional initiatives.

The MPO coordinates with NCDOT in developing and implementing planning activities to be consistent with other planning activities such as the State Highway Safety Plan (SHSP) to ensure that resources are properly expended.

Consistency between the products of the metropolitan planning process and the regional ITS architecture is demonstrated. For example, the Cape Fear Moving Forward 2045 Plan includes components of ITS architecture and coordinates among local municipalities and the NCDOT to implement ITS tools and strategies through traffic signalization.

The MPO incorporates asset management principles into the planning process by using strategic goals, quantitative data, and performance measures when evaluating and prioritizing projects. The MPO created a relational database for projects, which will be the foundation for future asset management as it may relate projects to potential funding sources, financial planning, and performance capabilities.

The MPO strives to seek input from stakeholders, such as freight users and transit users who have an interest in a project, and utilizes that information for planning and decision-making.



Users are reached out to in accordance with the WMPO's Public Involvement Policy (PIP). Transit providers are represented in the TCC and Board, however, many private enterprises are stakeholders in the planning process and are encouraged to be engaged in developing plans, projects, programs, and services. Freight community engagement in the MPO transportation planning activities is most heightened with the creation of the MTP, where many of the freight stakeholders sit on a freight/rail subcommittee and guide the overall development of goals, objectives, policies, projects, and project prioritization for freight and rail.

Performance measures are used in evaluating and prioritizing projects in developing the MTP, selecting projects to be submitted in the NCDOT Prioritization Process, and expending funds. Using performance measures for these tasks allows the MPO to provide reliable and accurate information to decision-makers. The MPO effectively communicates to the public why decisions are made in a transparent manner. Performance measures are continuously evaluated to reflect changes in regulations and to promote effectiveness and efficiency. Performance measures are tracked on an annual basis through an adopted strategic business plan.

## **Action Plan**

The Federal Highway Administration (FHWA) North Carolina Division Office will work with the Wilmington Metropolitan Planning Organization (WMPO) and the North Carolina Department of Transportation (NCDOT) to address recommendations identified in this Report.



## **Appendix A**

### **Certification Review Agenda**

#### **WILMINGTON MPO PLANNING CERTIFICATION REVIEW**

Thursday, April 30, 2020

#### **Agenda**

Opening Remarks/Introductions	8:45 – 9:00
Organizational Structure/MPA/Agreements and Contracts	9:00 – 9:30
TIP/Financial Planning/UPWP	9:30 – 10:15
MTP/Land Use and Livability/Environmental Mitigation	10:15 – 11:00
Self-Certification/List of Obligated Projects	11:00 – 11:15
Congestion Management Process/Management and Operations	11:15 – 12:00
Lunch	12:00 – 1:00
Public Transit	1:00 – 2:00
Consultation and Coordination/Public Outreach/Visualization	2:00 -2:30
Safety/Security	2:30 – 3:00
Freight	3:00 – 3:20
Title VI	3:20 – 4:00
MPO Concerns/Questions/Etc.	4:00 – 4:20
Next Steps	4:20 – 4:30

\*Breaks will be held as time permits (one in the morning and one in the afternoon)





## **Appendix B**

### **Certification Review Findings**

#### Commendations:

- The MPO is commended for using subject matter experts and a CAC to assist with its MTP update.
- The MPO is commended for its use of new and innovative public outreach techniques which have resulted in increased public input.
- The MPO is commended for involving an extensive number of freight providers in freight planning, and for establishing a committee to inform the freight portion of the MTP update.

#### Recommendation:

- It is recommended that the MPO analyze past projects to ensure that cumulative impacts of benefits and burdens are considered.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## **Appendix C**

### **Public Notice**



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

## PRESS RELEASE

For Immediate Release: March 26, 2020

### Wilmington Urban Area Metropolitan Planning Organization Certification Review- Public Comment Opportunity

March 26, 2020

The Fixing America's Surface Transportation Act (FAST Act) continues to mandate the certification of the transportation planning process in Transportation Management Areas (TMAs) at least once every four years by the U.S. Department of Transportation. The purpose of the certification review is to determine if the planning process being conducted in the area meets the Federal requirements as listed in 23 CFR 450 Part C.

The Federal certification review team will consist of staff from the Federal Highway Administration (FHWA) North Carolina Division Office and the Federal Transit Administration (FTA) Region 4 office. The North Carolina Department of Transportation (NCDOT) may also participate in the review. The on-site visit review will be conducted on Thursday, April 30, 2020, in Wilmington, NC. The review team will be available after 4 pm on April 30, 2020 and will also hold a short debriefing to summarize some of the findings at the conclusion of the on-site visit.

An important part of the certification review is providing the public with an opportunity to comment. The public comment period will be open from March 26, 2020 to April 25, 2020. Outreach will include a short survey and the opportunity to provide comments via e-mail and U.S. Mail. A link to the short survey is included in this release at <https://www.surveymonkey.com/r/wmpocert2020>. Also comments can be e-mailed to [mike.kozlosky@wilmingtonnc.gov](mailto:mike.kozlosky@wilmingtonnc.gov) or via U.S mail to:

Mike Kozlosky, Executive Director  
Wilmington Urban Area MPO  
PO Box 1810  
Wilmington, North Carolina 28402-1810

For more information, please contact Mike Kozlosky, Executive Director of the Wilmington Urban Area Metropolitan Planning Organization at 910-342-2781 or [mike.kozlosky@wilmingtonnc.gov](mailto:mike.kozlosky@wilmingtonnc.gov).

Wilmington Urban Area Metropolitan Planning Organization

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



## WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

### MPO Board Remote Meeting Minutes Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C. Wednesday, September 30, 2020

#### **Members Present (In-person)**

David Piepmeyer, Pender County  
Frank Williams, Brunswick County  
Rob Zapple, New Hanover County  
Eulis Willis, Town of Navassa

#### **Members Present (Remote)**

Pat Batleman, Town of Leland  
Neil Anderson, City of Wilmington  
Charlie Rivenbark, City of Wilmington  
Mike Allen, Town of Belville  
John Ellen, Town of Kure Beach  
Hank Miller, Town of Wrightsville Beach  
Mike Forte, Brunswick County  
Landon Zimmer, NC Board of Transportation

#### **Others Present (In-person)**

Mike Kozlosky, Executive Director, WMPO  
Abby Lorenzo, Deputy Director, WMPO  
Chad Kimes, NCDOT Division Engineer,  
Caitlin Marks, NCDOT Division Planning Engineer  
Leigh Wing, NCDOT Eastern STIP Regional Manager  
Ronnie Keeter, NCDOT Eastern Deputy Chief Engineer

#### **Others Present (Remote)**

Ronnie Keeter, Deputy Director, NCDOT Division of  
Highways  
Van Argabright, Director, NCDOT Division of Planning  
& Programming  
Ray McIntyre, Assistant Director, NCDOT STIP,  
Feasibility Studies, and Strategic Prioritization  
Zachary Bugg, Kittleson & Associates  
Bastian Schroeder, Kittleson & Associates  
Nastasha Earle-Young, Project Manager, NCDOT  
Transportation Planning

#### **1) Call to Order**

Chairman Piepmeyer called the remote meeting to order at 3:01 p.m.

MPO Executive Director Mike Kozlosky took a rollcall pursuant to Section 4.31 of S.L. 2020-3, SB 704.  
A quorum was found to be present as follows:

**Present:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Rob Zapple, Mike Forte, Eulis Willis, and Landon Zimmer. **Absent:** LeAnn Pierce, Hank Miller, and Woody White.

#### **2) Conflict of Interest Statement**

Chairman Piepmeyer read the conflict of interest statement and asked if any member has a conflict with any of the items on the meeting agenda. No members reported having a conflict.

#### **3) Approval of Board Members' Excused Absences**

Mr. Kozlosky stated that LeAnn Pierce has requested to be excused from this meeting.

Mr. Ellen made a motion to excuse the absence of Ms. Pierce. Mr. Zapple seconded the motion, and it carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Charlie Rivenbark, Mike Allen, John Ellen, Rob Zapple, Mike Forte, Eulis Willis, and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson, LeAnn Pierce, Hank Miller, and Woody White.

4) **Approval of the Agenda**

Mr. Kozlosky asked to add Item 9c, Direct Attributable (DA) Funding under the discussion items.

Mr. Rivenbark made a motion to approve the Agenda as amended, which was seconded by Vice Chair Batleman. The motion carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Rob Zapple, Mike Forte, Eulis Willis, and Landon Zimmer. **Nays:** None. **Absent:** LeAnn Pierce, Hank Miller, and Woody White.

5) **Public Comment Period**

Mr. Kozlosky reported that no written or audio comments were received from the public.

6) **Presentations**

a. **STIP/MPO TIP Reprogramming - Leigh Wing, NCDOT**

Ms. Wing, NCDOT Eastern STIP Regional Manager, acknowledged the presence of NCDOT Division of Highways Deputy Chief Engineer Ronnie Keeter, Assistant Director Ray McIntyre, and Director Van Argabright. She defined the State Transportation Improvement Program (STIP) as a 10-year planning document, the most recent version of which is the 2020-2029 STIP. She noted that the components of the STIP (estimated budget, project costs and schedules) are subject to change.

Ms. Wing gave an overview of factors impacting the STIP budget (storm response, legal settlements, project cost increases pre-COVID, and depletion of revenues as a result of COVID restrictions). She noted that this summer, the state legislature passed House Bill (HB) 77 to help stabilize financing. The legislation shifted funds from the Highway Trust Fund to the Highway Fund allowing \$700 million in BUILD NC bonds to be sold in Fiscal Year 2021. She explained that the amount comes from a \$400 million bond sale in FY20 that did not take place, plus the anticipated Fiscal Year 2021 bond sale, and will reposition funds for active construction projects and available GARVEE bonds.

Ms. Wing stated that the \$2 billion adjustment of the STIP budget over the next 10 years is compounded by a projected \$3 billion increase in project costs (mainly from projects selected in Prioritization 3.0 and 4.0, and right-of-way costs). As a result, improvements are underway to review and obtain better cost estimates for projects in the STIP, and internal processes to assure timely revisions to data. She explained that prior to the COVID-19 pandemic, starting six months to a year ago, cash depletions caused many projects to be placed on hold, which will take time to restart due to the complexities of utility relocations, the availability of limited work crews, and the timing of right-of-way acquisitions.

Ms. Wing stated that the combination from the loss of revenues and increased project costs has resulted in the STIP no longer being fiscally constrained. As such, reprogramming became necessary to meet the federal requirements and prevent jeopardizing federal funding in the form of meeting realistic project delivery schedules and updating the BUILD NC and GARVEE bonds.

Ms. Wing gave an overview of the reprogramming process. She stated that it started with applying the revised STIP budget to the three funding buckets (Statewide Mobility, Regional Impact, Division Needs) that feed 22 STI funding buckets. Reprogramming the STIP revealed that the majority of the STI buckets are overprogrammed in the first five years, nine of which by more than 50%. Region B alone was 122% or \$310 million over in the first five years, which omits a 15% overage allowance in the first five years, and 10% allowance in the full 10 years.

Ms. Wing stated that the first step was to adjust the BUILD NC bonds. Initially, the bond program included projects planned to go to let in years two and three. HB77 prescribed putting the bonds on active construction projects, which would free up money for other projects. So, year two and year three projects needed adjustments. The same held true for GARVEE bond projects, which need to be fiscally constrained in each bucket annually as well as in the five-year and ten-year windows. Reprogramming parameters included delivery of USDOT grant commitments (INFRA, BUILD, CRISI, etc.), project delivery status, substantial cost increases, and prioritization scores. The result is a starting point with adjustments to be made as a zero-sum outcome within the Division and Planning Organization, like draft STIP development. Although a committed project may be moved outside a committed window, rescoring will not be necessary unless cost increases exceed a threshold.

Ms. Wing stated that the changes were presented in a handout to the NC Board of Transportation (BOT) in September and will go for final approval at its October meeting. She expressed appreciation to the MPO Board for providing its priorities, which she has discussed with the MPO Board Chairman and Executive Director. Any changes decided today or tomorrow, can be included as an update to the final item for next week's BOT meeting. Caveats include the schedules presuming the \$700 million BUILD NC bond sale in fall 2020. She noted that the FAST Act expires today, and an extension is anticipated as well as a continuing resolution through December. She cautioned that additional cost increases are expected, and the full effects of the COVID-19 pandemic on revenues are unknown.

Chairman Piepmeyer expressed appreciation to Ms. Wing for the presentation and working with the MPO on its priorities. Ms. Wing reiterated that the priorities will go before the NCDOT Board next Thursday. However, if there are changes, a November handout could be created for a December final.

Chairman Piepmeyer pointed out that other MPOs and RPOs across the state are not as well prepared as the Wilmington Urban Area MPO, which is a benefit for advancing regional priorities.

In response to an inquiry by Mr. Zapple, Ms. Wing clarified that the BUILD NC program is written into legislation and differs from a GO (General Obligation) bond that would go to a vote of the people. Instead, the Treasurer would sign a reimbursement resolution and make the decision to sell the bonds if certain targets are met. She specified that the amount overprogrammed for the state, region and division tiers relative to the MPO as follows:

STI Bucket	First 5-year % Overage	First 5-year \$M Overage	Full 10-year % Overage	Full 10-year \$M Overage
Statewide Mobility	81%	\$2,505	49%	\$3,652
Regional Impact – Region B	122%	\$310	65%	\$425
Division Needs – Division 3	13%	\$35	42%	\$216

Mr. Kozlosky stated that a summary and comparison of the changes that were made to the adopted 2020-2029 STIP have been included in the agenda packet. He noted that a discussion regarding the further changes will be held later as part of today's agenda.

Ms. Wing expressed regret that she would be unable to stay for the discussion; but said she would be available by phone during the next day or two.

There being no other questions, Chairman Piepmeyer expressed appreciation to Ms. Wing. In response to an inquiry by Mr. Zapple, Mr. Kimes stated that he was aware of these findings.

**b. 2020 Congestion Management Process - Zachary Bugg, Kittleson & Associates**

Mr. Bugg acknowledged the presence of Bastian Schroeder also of Kittleson & Associates and gave an update on the 2020 Congestion Management Process (CMP). He said that the biennial data report satisfies the federal requirements for congestion management for the MPO. Previously, MPO staff relied on manual travel time runs to identify congested corridors and hotspots. This year, the MPO updated its data collection method by substituting manual runs with an analysis of probe data, and computation of travel time reliability.

Mr. Bugg gave an overview of the previous report completed in 2018, which provided a series of corridor summaries, the amount of time it takes to travel a corridor during rush hour, and other measures used to identify projects for prioritization. He noted that these measures would continue but also the MPO will use vehicle probe data from the NPMRDS (National Performance Management Research Data Set) for most of the 25 major corridors within the MPO boundary. He pointed out that 3rd Street, parts of College Road, Gordon Road and Market Street had the greatest corridor delays during the morning peak hour. In the afternoon, the delays were greater than the morning and included those corridors from the morning peak.

Mr. Bugg described travel time reliability as the extra buffer time needed to arrive at a destination within a threshold. To arrive at a destination 80% of the time on time, the Level of Travel Time Reliability (LOTTR) is ratio of 80<sup>th</sup> percentile travel time over the median or average (50<sup>th</sup> percentile). The Federal Highway Administration (FHWA) recommends keeping LOTTR below 1.3 or a 30% buffer. However, MPOs can set individual goals for corridors.

Mr. Bugg stated that generally, MPO corridors met the federal thresholds. During morning peak times, College Road, Gordon Road, US 17/74/76 (Cape Fear Memorial Bridge), and portions of Front Street had a travel time reliability of between 1.2 and 1.3. Afternoon travel time was less reliable with 3rd Street, College Road, Gordon Road, Eastwood Road, Market Street, Oleander Drive and Front Street between 1.2 and 1.3. He pointed out that day-to-day variations tend to make these corridors unreliable, rather than congestion.

Mr. Bugg stated that the 2020 Biennial Data Report that was completed in June 2020 was part of the Congestion Management Process that fed into NCDOT's SPOT 6.0 project submittals for the NCDOT draft 2023-2032 STIP, which will be released in 2022. He added that data will be monitored next year (2021) for inclusion in the 2022 report.

Mr. Kozlosky stated that staff would bring the draft report to the MPO Board in November and include the final report for consideration at the Board's January 2021 meeting.

In response to an inquiry by Mr. Zapple, Mr. Bugg confirmed that the data for the current report was collected in fall of 2019, pre-COVID.

**7) Consent Agenda**

- a. Approval of Board Meeting Minutes from July 29, 2020**
- b. Resolution supporting amendments to the Wilmington Urban Area MPO's Public Participation Plan for Remote/Electronic Meetings**
- c. Resolution approving 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modification #20-5**



**d. Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendment #20-4**

Mr. Rivenbark made a motion to approve the Consent Agenda, Items 7a through 7d. Mr. Ellen seconded the motion and it carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Charlie Rivenbark, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Neil Anderson, LeAnn Pierce, Woody White, and Landon Zimmer.

**8) Regular Agenda**

**a. Resolution supporting the North Carolina Department of Transportation's master plan vision for Corridor U along U.S. 74 from N.C. 87 (Maco Road NE) in Brunswick County to U.S. 117 in New Hanover County**

Nastasha Earle-Young, with NCDOT's Transportation Planning Division, provided an overview of data collection, corridor analysis, preliminary corridor vision and stakeholder involvement for the Corridor U/U.S. 74 study, which began in 2018. She gave an overview of the master plan timeline and stated the final vision plan will be ready by this winter. She noted that documents regarding the 284-mile corridor, which is federally designated as a truck corridor, can be found at the following URL:

<https://connect.ncdot.gov/projects/planning/Pages/STC-Master-Plans-Bundle-2.aspx>

Ms. Earle-Young said that Corridor U includes 304 bridges, with six considered structurally deficient and 91 as functionally obsolete. She noted that the study also considered transportation plans and recommended projects along the corridor (70 from the STIP) from the past 10 years. She noted that most planning documents recommend that the corridor be classified as a freeway with some segments in developed/urban areas including future by-passes or boulevards. Although the study considered a deviation of the corridor to U.S. 17 at the I-140 Bypass, it was changed to remain on U.S. 74 after further discussion with MPO staff.

Ms. Earle-Young stated that a public survey ran from April 6, 2020 to June 6, 2020, was advertised via email, the website and newsletters, and had about 638 participants and 155 comments. Full survey results can be viewed at the following URL:

<https://connect.ncdot.gov/projects/planning/STC%20Documents/US%2074%20public%20survey%20results.pdf>

For U.S. 74 over the next 20 years, many respondents chose bypasses around cities and towns (274), higher speed limits (206) and fewer traffic signals (203). Most respondents (91.3%) supported a preliminary vision of the corridor as a freeway From Monroe to Wilmington.

Ms. Earle-Young stated that the recommended vision is for the corridor to be brought up to freeway standards from I-26 in Polk County, to I-85 in Gastonia, to I-485, to U.S. 74 and the Monroe Bypass, returning to U.S. 74, and ultimately to U.S. 117 in Wilmington. She noted that both the statewide and regional models found an average increase in speed of 21 mph along the corridor with the upgrade to a freeway. She added that a bypass around the Delco area, military and transit connections, and a resiliency assessment would require additional study.

In response to an inquiry by Chairman Piepmeyer, Ms. Earle-Young stated that after prioritization, an environmental study would be needed.

Mr. Zapple expressed concerns regarding the obsolete bridges. Ms. Earle-Young stated that the bridge maintenance program monitors all bridges across the state and prioritizes the bridge projects, separate from this plan. Mr. Kimes pointed out that a functionally obsolete designation can mean that the guard rails are too low or that they do not meet current standards. He assured MPO Board members that the term does not mean that the bridge is unsafe for the public.

Mr. Zapple inquired about a study of the I-40 corridor regarding flooding issues. Ms. Earle-Young responded that a study has not been done since Hurricane Florence; but a resiliency study is planned for each of the corridors.

In response to concerns expressed by Chairman Piepmeyer, Ms. Earle-Young responded that the projects in this area would need to be submitted for prioritization, and that, although the projects are separate, the master plan is an essential vision for the entire corridor.

Mr. Kozlosky stated that the Department has looked at the I-40 corridor and the flooding issues that resulted from Hurricane Florence, and has come up with some strategies such as elevating portions of the highway that were presented to the MPO Board in the past. Chairman Piepmeyer pointed out that the costs were somewhat prohibitive. Mr. Kimes pointed out that the smaller recommendations are likely to be realized sooner rather than later.

Mr. Zapple made a motion to support the master plan vision for Corridor U. Vice Chair Batleman seconded the motion, and it carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** LeAnn Pierce, Woody White, and Landon Zimmer.

**b. Resolution encouraging the North Carolina Department of Transportation, North Carolina General Assembly, and Governor of North Carolina to explore new funding mechanisms that could raise funds to accelerate much needed transportation projects**

Chairman Piepmeyer commented that Pender County recently developed its legislative goals. He requested a remodeling of funding for transportation projects and more favorable and reliable priorities for transportation projects.

Mr. Anderson expressed appreciation to Chairman Piepmeyer. He suggested inviting the local delegation to discuss what's being considered.

Following a lengthy discussion regarding revenue challenges, Mr. Anderson made a motion to encourage NCDOT to explore new funding mechanisms, which was seconded by Mr. Zapple. Mr. Zapple said he would propose a similar resolution to the New Hanover County Board of Commissioners. The motion carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** LeAnn Pierce, Woody White, and Landon Zimmer.

Mr. Ellen pointed out that North Carolina has the 16<sup>th</sup> greatest total amount of highways in the country.

9) Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-6

Mr. Kozlosky stated that that this item is for information purposes only and reflects the changes in NCDOT's reprogramming exercise.

b. Wilmington Urban Area MPO Priorities

Mr. Kozlosky stated that staff has been working with the MPO Board to review and advance its priorities. He added that the members adopted five priorities and revised schedules as follows:

1. Hampstead Bypass A Section (delayed from 2023 to 2026), and the B Section (delayed from 2021 to 2024)
2. Independence Boulevard Extension (delayed from 2025 to 2028);
3. Interchange at the Martin Luther King Jr. Parkway (delayed from 2023 to 2029);
4. Interchange at Eastwood Road and Military Cutoff (delayed from 2022 to 2027);
5. Market Street access management improvements that include the interchanges at Market Street, Eastwood Road and the Martin Luther King Jr. Parkway (delayed from 2024 to 2029)

Mr. Kozlosky added that staff has been working with the Department on various scenarios and emailed a scenario last week to the MPO Board. He noted that none of the scenarios could not restore all the priorities to their original schedules and would have significant impacts (delays) to many other projects in the region.

One of the proposals would advance the Hampstead Bypass B Section to 2022. Chairman Piepmeyer pointed out that this would require delaying the eight-mile section from I-140 to NC 210. He reminded members that any changes must be a net-zero trade off.

Mr. Kozlosky stated that the Hampstead Bypass A Section would be delayed until 2027. He added that staff also worked with NCDOT to accelerate the Military Cutoff Road and Eastwood Road interchange from 2027 to 2025 with no impact to other projects in the MPO boundary. Additionally, NCDOT Division 3 has indicated a desire to accelerate the Gordon Road Widening Project, currently identified for right-of-way in 2029 and 2030 with construction beyond the 10-year program. As a result of accelerating the project to 2024, the Carolina Beach Road and South College Road intersection improvements would need to be delayed.

Mr. Kimes explained that the Division identified Gordon Road as a greater priority given all the subdivisions development along it. Following further discussion, Mr. Zapple expressed support for accelerating the Gordon Road widening project. Mr. Rivenbark expressed concerns regarding the road becoming a truck route.

Following further consideration, Mr. Zapple made a motion to approve the acceleration of the Hampstead Bypass Section B, the interchange at Eastwood Road and Military Cutoff, and the Gordon Road widening; and delay of the Hampstead Bypass A Section, and the Carolina Beach Road and South College Road Intersection improvements.

Chairman Piepmeyer seconded by Chairman Piepmeyer and the motion carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** LeAnn Pierce, Woody White, and Landon Zimmer.

c. **Direct Attributable (DA) Funding**

Mr. Kozlosky stated that NCDOT released about \$1 million in Direct Attributable (DA) funds for projects that have already been approved, and staff brought forward a proposal to the Board to draw down those funds. Currently, NCDOT has indicated that it soon will release an additional \$452,000. Staff recommends releasing those funds for the Park Avenue Phase II project, which is ready to go for construction. He requested that staff be given the ability to review project schedules and release DA funds as they become available.

Mr. Anderson made a motion to approve the release of DA funds, seconded by Mr. Zapple, and the motion carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** LeAnn Pierce, Woody White, and Landon Zimmer.

10) **Announcements**

- a. **Bike/Pedestrian Committee Meeting – October 13, 2020**
- b. **2020 Commuter Challenge – October 16-30, 2020**
- c. **Next MPO Board meeting – November 18, 2020**

11) **Updates**

- a. **Wilmington Urban Area MPO**
- b. **Cape Fear Public Transportation Authority**
- c. **NCDOT Division**
- d. **NCDOT Transportation Planning Division**

Mr. Kozlosky stated that the updates are included in the agenda packet. He noted that the MPO Board will be asked to formally adopt the Cape Fear Moving Forward 2045 Plan in November.

Chairman Piepmeyer expressed appreciation to members for their patience and efforts. He commented that the MPO Board is becoming more essential to the region.

12) **Adjournment**

With no further business to discuss, Mr. Anderson made a motion to adjourn the meeting, seconded by Mr. Miller. The motion carried unanimously by rollcall as follows:

**Ayes:** David Piepmeyer, Pat Batleman, Neil Anderson, Charlie Rivenbark, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Woody White, LeAnn Pierce, and Landon Zimmer.

The meeting was adjourned at 4:49 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 DIGITALLY AS PART OF THIS RECORD.**



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PO Box 1810  
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## MEMORANDUM

TO: MPO Board members

FROM: Mike Kozlosky, Executive Director

DATE: November 12, 2020

SUBJECT: Wilmington Urban Area MPO Proposed 2021 Meeting Schedule

Technical Coordinating Committee	Board
January 13	January 27
February 10	February 24
March 17	March 31
April 14	April 28
May 12	May 26
June 16	June 30
July 14	July 28
August 11	August 25
September 15	September 29
October 13	October 27
November 4*	November 17
December –no meeting scheduled	December –no meeting scheduled

- Thursday due to conflict with Cape Fear RPO Meeting

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.

## Wilmington Urban Area Metropolitan Planning Organization

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

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE 2021 WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION MEETING CALENDAR**

**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's Board adopts the meeting calendar on an annual basis.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2021 meeting calendar.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2020.

---

David Piepmeyer, Chair

---

Mike Kozlosky, Secretary

STATE OF NORTH CAROLINA  
COUNTY OF NEW HANOVER

**FY 2020-2021 PUBLIC TRANSPORTATION PLANNING SECTION 5303 GRANT  
AGREEMENT FOR THE WILMINGTON URBANIZED AREA**

**THIS AGREEMENT** made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2020 by and between the City of Wilmington, the Wilmington Urban Area Metropolitan Planning Organization, a metropolitan planning organization and the Cape Fear Public Transportation Authority d/b/a “Wave Transit”, a North Carolina public transportation authority.

**W I T N E S S E T H**

**WHEREAS**, by joint resolution the City of Wilmington and New Hanover County established the “Cape Fear Public Transportation Authority” (hereinafter referred to as “Wave”) to provide public transportation services within the area designated as the Wilmington Urbanized Area (hereinafter referred to as “UZA”), effective July 1, 2004, in recognition of the fact that some traffic and transportation concerns of each entity are the same without regard for any jurisdictional boundary; and

**WHEREAS**, pursuant to, and in compliance with, 23 C.F.R. § 450.306, the Wilmington Urban Area Metropolitan Planning Organization (hereinafter referred to as “MPO”) was designated as the policy body for cooperative transportation decision making in the UZA; and

**WHEREAS**, the City of Wilmington serves as the Lead Planning Agency for the MPO; and

**WHEREAS**, on November 18, 2015, the MPO, which includes the City of Wilmington,



New Hanover County, North Carolina Department of Transportation, and other urban area jurisdictions adopted the “Cape Fear Transportation 2040” which affects the UZA; and

**WHEREAS**, Wave is the provider of public transportation services in the UZA; and

**WHEREAS**, on June 22, 2005, the Secretary of Transportation for the State of North Carolina, with authority vested by the Governor of the State of North Carolina, and in accordance with Title 49 of the United States Code § 5307(a)(2) and the Transportation Equity Act for the 21st Century, declared Wave to be a designated recipient of Federal Urbanized Area Formula Program funds for the UZA; and

**WHEREAS**, the MPO is the recipient of Federal Transit Administration 49 U.S.C. § 5303 transit planning funds for the UZA; and

**WHEREAS**, the Federal Transit Administration, pursuant to 49 U.S.C. § 5303, provides 80% of transportation planning funds for the UZA, the North Carolina Department of Transportation provides 10%, and the required 10% local match is shared by the members of the MPO in accordance with the Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning, dated June 30, 2016; and

**WHEREAS**, 23 C.F.R. § 450.314 requires an agreement between Wave and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

**NOW THEREFORE**, in consideration of the mutually beneficial covenants of agreement between the parties hereinafter expressed in enumerated terms, the adequacy and sufficiency of which of hereby acknowledged by each as valuable consideration the City of Wilmington on behalf of the Metropolitan Planning Organization and Wave agree as follows:

1. **Cooperation.** The MPO and Wave shall cooperate in long range planning for the provision of public transportation services in the UZA, including the Metropolitan Planning Organization Transportation Improvement Program (hereinafter referred to as “MPO TIP”). Such cooperation includes, but is not limited to, estimating funds needed for the services recommended in the MPO TIP as adopted by the MPO. MPO TIP is in accordance with the State Transportation Improvement Program, and is periodically amended as the State Transportation Improvement Program is updated.
2. **Planning.** Wave shall be afforded the opportunity for meaningful participation in the public transportation planning and decision making process. The parties shall insure that projects in the public transportation service portion of the MPO TIP are included in the planning process.
3. **Tasks.** Wave agrees and covenants to dutifully and properly perform the program tasks assigned to them as evidenced by the line item allocation shown on the MPO’s budget which is known as the Unified Planning Work Program.
4. **Funding.** The MPO will pay to Wave seventy percent (70%) of its allocation of 49 U.S.C. § 5303 planning funds for the term of this agreement. No funds paid under this Agreement shall be paid from the City of Wilmington’s funds, except those held for the MPO. No funds paid under this agreement shall exceed \$65,350.
5. **Duration.** This Agreement shall commence on the date of its full execution by all parties and continue for one year or as long as Federal and State funding for public transportation planning are provided for the UZA if such funding is for less than one year.
6. **Termination.** This Agreement shall terminate as a result of the loss of Federal

and/or State funding for public transportation services for the UZA. Additionally, any party may terminate this Agreement upon written notice to the other party which specifies an effective date of termination. The effective date of said “Notice of Termination” shall be no earlier than thirty (30) days prior to the date the notice is sent.

7. **Governing Law.** All of the terms and conditions contained herein shall be interpreted in accordance with the laws of the State of North Carolina without regard to any conflicts of law principles and subject to the exclusive jurisdiction of federal or state courts within the State of North Carolina. In the event of a conflict between the various terms and conditions contained herein or between these terms and other applicable provisions, then the more particular shall prevail over the general and the more stringent or higher standard shall prevail over the less stringent or lower standard.

8. **Entire Agreement, Amendments.** This Agreement constitutes the entire contract between the parties, and no warranties, inducements, considerations, promises or other inferences shall be implied or impressed upon this agreement that are not set forth herein. This Agreement shall not be altered or amended except in writing signed by all Parties.

**IN WITNESS WHEREOF**, the due execution in agreement by parties hereto as evidenced by the hereafter affixed signatures.

**(This space is left intentionally blank)**

CITY OF WILMINGTON

\_\_\_\_\_  
Bill Saffo, Mayor

**ATTEST:**

\_\_\_\_\_  
Penelope Spicer-Sidbury, City Clerk

[SEAL]

Approved as to form:

\_\_\_\_\_  
John Joye, City Attorney

STATE OF NORTH CAROLINA  
COUNTY OF NEW HANOVER

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County,  
North Carolina, certify that Penelope Spicer-Sidbury personally came before me this day and  
acknowledged that she is City Clerk of the City of Wilmington, and that by authority duly given  
and as the act of the Council, the foregoing instrument was signed in its name by its Mayor,  
sealed with its corporate seal and attested by herself as its City Clerk.

WITNESS my hand and official seal, this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

CERTIFICATION

This instrument has been preaudited in the manner required by The Local Government  
Budget and Fiscal Control Act.

This \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Jennifer Maready, City Finance Officer

Project Account: 1TRMP21 -RESTRICTED-CONTRACTL -OTHPROFSVC

Org: 21075120      Obj: 531060      Project: 1TRMP21      Amount: \$Not to Exceed 65,350.00

Requisition Number: 21002378      Federal ID Number: 56-6000239

**WILMINGTON URBAN AREA METRO  
PLANNING ORGANIZATION,  
by and through its Board**

By: \_\_\_\_\_  
Honorable David Piepmeyer, Chair

Attest: \_\_\_\_\_  
Secretary Mike Kozlosky

STATE OF NORTH CAROLINA  
COUNTY OF NEW HANOVER

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the **Board of the Wilmington Urban Area Metropolitan Planning Organization**, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

WITNESS my hand and official seal, this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
(Seal)

Notary Public

My commission expires: \_\_\_\_\_.

**CAPE FEAR PUBLIC TRANSPORTATION  
AUTHORITY d/b/a/ Wave Transit**

By: \_\_\_\_\_  
Chairman

Attest: \_\_\_\_\_  
Secretary

STATE OF NORTH CAROLINA  
COUNTY OF NEW HANOVER

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina, certify that \_\_\_\_\_ personally came before me this day and acknowledged that s/he is the Secretary of the **Cape Fear Public Transportation Authority d/b/a Wave Transit**, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
(Seal)  
Notary Public  
My Commission Expires: \_\_\_\_\_.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH  
THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY AND CITY OF WILMINGTON  
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION TO  
PROVIDE FY 20-21 SECTION 5303 FUNDING TO THE CAPE FEAR PUBLIC TRANSPORTATION  
AUTHORITY FOR PUBLIC TRANSPORTATION PLANNING ACTIVITIES**

**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 accordance with 23 CFR § 450.306, the Wilmington Urban Area Metropolitan Planning Organization was designated as the policy body for cooperative transportation decision making in the Wilmington Urbanized Area (UZA); and

**WHEREAS**, the City of Wilmington and New Hanover County effective July 1, 2004 established the Cape Fear Public Transportation Authority to provide public transportation services within the UZA; and

**WHEREAS**, the Cape Fear Public Transportation Authority is the provider of public transportation services within the UZA; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

**WHEREAS**, the City of Wilmington serves as the Lead Planning Agency for the Wilmington Urban Area Metropolitan Planning Organization; and

**WHEREAS**, 23 CFR § 4510.314 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington Urban Area Metropolitan Planning Organization specifying cooperative procedures for carrying out transportation planning and programming.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby authorizes the Chairman to enter into an agreement for FY 20-21 with the Cape Fear Public Transportation Authority and City of Wilmington for the Wilmington Urban Area Metropolitan Planning Organization to provide Section 5303 funding in an amount not to exceed \$65,350 to the Cape Fear Public Transportation Authority to complete public transportation planning activities within the MPO's Urbanized Area boundary.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2020.

---

David Piepmeyer, Chair

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Mike Kozlosky, Secretary



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

### STIP/MPO TIP Amendment #20-4 (September 2020)

* TC-0013 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	MOBILITY FROM ALL GRANT OPPORTUNITY FROM THE FTA. 5310 DISCRETIONARY GRANT AWARDED BY FTA <u><b>ADD PROJECT TC-0013 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF INTEGRATED MOBILITY DIVISION</b></u>	CAPITAL	2021	\$70,000	(1)
				2021	\$280,000	(5310)
					\$350,000	
* TC-0005 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u><b>ADD PROJECT TC-0005 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</b></u>	CONSTRUCTION	FY 2021	\$1,668,000	(5339)
					\$1,668,000	
* TC-0006 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u><b>ADD PROJECT TC-0006 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</b></u>	CONSTRUCTION	FY 2021	\$335,000	(5339)
					\$335,000	
* TC-0007 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION PROJECT <u><b>ADD PROJECT TC-0007 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</b></u>	CAPITAL	FY 2021	\$1,189,000	(5339)
					\$1,189,000	
* TC-0008 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FACILITY CONSTRUCTION <u><b>ADD PROJECT TC-0008 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</b></u>	CAPITAL	FY 2021	\$4,000,000	(5339)
					\$4,000,000	
* TC-0010 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u><b>ADD PROJECT TC-0010 TO STIP FOR FY 21. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF NCDOT</b></u>	CONSTRUCTION	FY 2021	\$1,135,000	(5339)
					\$1,135,000	

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

### STIP/MPO TIP Amendment #20-4 (September 2020)

* TC-0011 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>ADD PROJECT TC-0011 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021	<u>\$2,391,000</u> \$2,391,000	(5339)
* TC-0012 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS <u>ADD PROJECT TC-0012 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ACQUISITION	FY 2021	<u>\$894,000</u> \$894,000	(5339)
* TG-0002 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0002 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021	<u>\$21,000</u> \$21,000	(5307)
* TG-0004 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0004 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021	<u>\$168,000</u> \$168,000	(5307)
* TG-0005 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0005 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021	<u>\$168,000</u> \$168,000	(5307)
* TG-0006 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, FY21 5307 SBUS CAPITAL <u>ADD PROJECT TG-0006 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	CAPITAL	FY 2021	<u>\$122,000</u> \$122,000	(5307)

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

### STIP/MPO TIP Amendment #20-4 (September 2020)

* TM-0010 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0010 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	OPERATIONS	FY 2021	<u>\$142,000</u>	(5307)
					\$142,000	
* TM-0012 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0012 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	OPERATIONS	FY 2021	<u>\$129,000</u>	(5307)
					\$129,000	
* TM-0014 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0014 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	OPERATIONS	FY 2021	<u>\$75,000</u>	(5307)
					\$75,000	
* TM-0015 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0015 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ADMINISTRATIVE	FY 2021	<u>\$145,000</u>	(5307)
					\$145,000	
* TM-0020 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0020 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ADMINISTRATIVE	FY 2021	<u>\$45,000</u>	(5307)
					\$45,000	
* TM-0022 <b>PROJ.CATEGORY</b> STATEWIDE	- STATEWIDE PROJECT	STATEWIDE, 5307 OPERATING FUNDS <u>ADD PROJECT TM-0022 TO STIP FOR FY 21.</u> <u>NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.</u> <u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>	ADMINISTRATIVE	FY 2021	<u>\$18,000</u>	(5307)
					\$18,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENT #20-4 TO THE  
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2020-2029 State/MPO Transportation Improvement Programs for Amendment #20-4; and

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

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendment #20-4.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2020.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* M-0414 STATEWIDE	STATEWIDE PROJECT	VARIOUS, MUNICIPAL BRIDGE INSPECTION PROGRAM	IMPLEMENTATION	FY 2020	\$800,000	(BGOFF)
		<u>ADD INSPECTION FUNDS NOT PREVIOUSLY PROGRAMMED</u>		FY 2020	\$200,000	(L)
		<u>AT REQUEST OF STRUCTURES MANAGEMENT UNIT.</u>		FY 2021	\$800,000	(BGOFF)
				FY 2021	\$200,000	(L)
				FY 2022	\$800,000	(BGOFF)
				FY 2022	\$200,000	(L)
				FY 2023	\$800,000	(BGOFF)
				FY 2023	\$200,000	(L)
				FY 2024	\$800,000	(BGOFF)
				FY 2024	\$200,000	(L)
				FY 2025	\$800,000	(BGOFF)
				FY 2025	\$200,000	(L)
				FY 2026	\$800,000	(BGOFF)
				FY 2026	\$200,000	(L)
				FY 2027	\$800,000	(BGOFF)
				FY 2027	\$200,000	(L)
				FY 2028	\$800,000	(BGOFF)
				FY 2028	\$200,000	(L)
				FY 2029	\$800,000	(BGOFF)
				FY 2029	\$200,000	(L)
					<u>\$10,000,000</u>	
* R-5753 STATEWIDE	STATEWIDE PROJECT	VARIOUS, FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	CONSTRUCTION	FY 2020	\$8,434,000	(FLTP)
				FY 2021	\$670,000	(FLTP)
				FY 2021	\$21,440,000	(ERFO)
				FY 2022	\$24,116,000	(FLTP)
				FY 2023	\$27,295,000	(FLTP)
					<u>\$81,955,000</u>	
		<u>ADD EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS</u> <u>PROGRAM FUNDS NOT PREVIOUSLY PROGRAMMED.</u>				

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* RX-2100 STATEWIDE	STATEWIDE PROJECT	VARIOUS, PASSENGER RAIL CROSSING SAFETY IMPROVEMENT INVENTORY PROGRAM <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED AT REQUEST OF RAIL DIVISION.</u>	ENGINEERING	FY 2021 FY 2022 FY 2023 FY 2024 FY 2025	\$500,000 \$500,000 \$500,000 \$500,000 \$500,000	(T) (T) (T) (T) (T)
					\$2,500,000	
* I-6036 BRUNSWICK PROJ.CATEGORY STATEWIDE	WMPO	I-140, US 17 TO NORTH OF US 74. PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 25.</u>	CONSTRUCTION	FY 2025	\$4,301,000	(NHPIM)
I-6038 BRUNSWICK NEW HANOVER PROJ.CATEGORY STATEWIDE	WMPO	I-140, US 421 TO US 74/US 76. PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 26 TO FY 29.</u>	CONSTRUCTION	FY 2029	\$4,000,000	(NHPIM)
* I-6039 NEW HANOVER PENDER PROJ.CATEGORY STATEWIDE	WMPO	I-40, MILEMARKER 420 TO NC 210 (MILEMARKER 408). PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 22 TO FY 25.</u>	CONSTRUCTION	FY 2025 FY 2026	\$5,270,000 \$5,269,000	(NHPIM) (NHPIM)
					\$10,539,000	
I-6040 PENDER PROJ.CATEGORY STATEWIDE	WMPO, CFRPO	I-40, EAST OF US 117 (MILE MARKER 393) TO NC 210 (MILE MARKER 408). PAVEMENT REHABILITATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 24 TO FY 29.</u>	CONSTRUCTION	FY 2029 POST YR	\$5,600,000 \$5,600,000	(NHPIM) (NHPIM)
					\$11,200,000	

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* P-5740A BRUNSWICK NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE	WMPO	CSX SE LINE, TIE AND RAIL REHABILITATION, CURVE REALIGNMENT, AND UPGRADE RAIL BRIDGES. <b><u>PROJECT BREAK ADDED AT REQUEST OF RAIL DIVISION.</u></b>	CONSTRUCTION	FY 2022	\$15,522,000	(DP)
				FY 2022	\$5,514,000	(T)
				FY 2023	\$5,514,000	(T)
					<u>\$26,550,000</u>	
* P-5740B NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE	WMPO	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS. <b><u>PROJECT BREAK ADDED AT REQUEST OF RAIL DIVISION.</u></b>	RIGHT-OF-WAY CONSTRUCTION	FY 2021	\$600,000	(T)
				FY 2022	\$2,545,000	(DP)
				FY 2022	\$902,000	(T)
				FY 2023	\$903,000	(T)
					<u>\$4,950,000</u>	
* P-5740C BRUNSWICK NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE	WMPO	CSX SE LINE, INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS. <b><u>PROJECT BREAK ADDED AT REQUEST OF RAIL DIVISION</u></b>	CONSTRUCTION	FY 2022	\$5,792,000	(DP)
				FY 2022	\$2,054,000	(T)
				FY 2023	\$2,054,000	(T)
					<u>\$9,900,000</u>	
* R-3300A PENDER NEW HANOVER <b>PROJ.CATEGORY</b> REGIONAL	WMPO	US 17, US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210. <b><u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 27.</u></b>	BUILD NC CON	FY 2027	\$4,976,000	(T)
				FY 2028	\$4,976,000	(T)
				FY 2029	\$4,976,000	(T)
				POST YR	\$59,712,000	(T)
				POST YR	\$15,250,000	(T)
				FY 2027	\$15,250,000	(T)
				FY 2028	\$15,250,000	(T)
				FY 2029	<u>\$15,250,000</u>	(T)
					<u>\$135,640,000</u>	



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

### STIP/MPO TIP Modification # 20-6 (September 2020)

R-3300B PENDER PROJ.CATEGORY REGIONAL	WMPO	US 17, NC 210 TO US 17 NORTH OF HAMPSTEAD. <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	BUILD NC CON	FY 2023 FY 2024 FY 2025 FY 2026 FY 2027 FY 2028 FY 2029 POST YR	\$5,577,000 \$5,577,000 \$5,577,000 \$5,577,000 \$5,577,000 \$5,577,000 \$5,577,000 \$44,616,000	(T) (T) (T) (T) (T) (T) (T) (T)
			CONSTRUCTION	FY 2022 FY 2023 FY 2024 FY 2025 FY 2026	\$7,756,000 \$10,986,000 \$10,986,000 \$10,986,000 \$10,986,000	(T) (T) (T) (T) (T)
					\$135,355,000	(T)
* U-3338C NEW HANOVER PROJ.CATEGORY REGIONAL	WMPO	SR 1175 (KERR AVENUE), SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MLK, JR. PARKWAY). <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 29.</u>	CONSTRUCTION	FY 2029 POST YR	\$500,000 \$20,000,000	(BGANY) (BGANY)
					\$20,500,000	
* U-4434 NEW HANOVER PROJ.CATEGORY DIVISION	WMPO	SR 1209 (INDEPENDENCE BOULEVARD EXTENSION), RANDALL PKWY TO US 74 (MLK, JR. PARKWAY) IN WILMINGTON. MULTI-LANES ON NEW LOCATION. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 24 AND CONSTRUCTION FROM FY 25 TO FY 28.</u>	RIGHT-OF-WAY  UTILITIES CONSTRUCTION	FY 2024 FY 2025 FY 2026 FY 2024 FY 2028 FY 2029 POST YR	\$22,364,000 \$22,364,000 \$22,364,000 \$600,000 \$35,600,000 \$35,600,000 \$71,200,000	(BGANY) (BGANY) (BGANY) (BGANY) (BGANY) (BGANY) (BGANY)
					\$210,092,000	

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* U-4751	WMPO	SR 1409 (MILITARY CUTOFF ROAD EXTENSION), SR 1409 (MILITARY CUTOFF ROAD) TO US 17 (MARKET STREET) IN WILMINGTON. MULTI-LANES ON NEW LOCATION.	ENGINEERING	FY 2021	\$1,155,000	(T)
NEW HANOVER				FY 2022	\$1,155,000	(T)
PROJ.CATEGORY				FY 2023	\$1,155,000	(T)
STATEWIDE		<u>PROJECT TO UTILIZE BUILD NC BONDS. ADD PRELIMINARY ENGINEERING IN FY 21 NOT PREVIOUSLY PROGRAMMED</u>		FY 2024	\$1,155,000	(T)
				FY 2025	\$1,155,000	(T)
				FY 2026	\$1,155,000	(T)
				FY 2027	\$1,155,000	(T)
				FY 2028	\$1,155,000	(T)
				FY 2029	\$1,155,000	(T)
				POST YR	\$6,930,000	(T)
			BUILD NC CON	FY 2021	\$858,000	(T)
				FY 2022	\$858,000	(T)
				FY 2023	\$858,000	(T)
				FY 2024	\$858,000	(T)
				FY 2025	\$858,000	(T)
				FY 2026	\$858,000	(T)
				FY 2027	\$858,000	(T)
				FY 2028	\$858,000	(T)
				FY 2029	\$858,000	(T)
				POST YR	\$5,148,000	(T)
			CONSTRUCTION	FY 2020	\$23,285,000	(T)
				FY 2021	\$23,285,000	(T)
					\$76,765,000	
U-4902B	WMPO	US 17 BUSINESS (MARKET STREET), CSX RAILROAD TO CINEMA DRIVE, JACKSONVILLE STREET TO NORTH OF US 117/NC 132 (COLLEGE ROAD). <u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 25 TO FY 29.</u>	CONSTRUCTION	FY 2029	\$4,000,000	(T)
NEW HANOVER				POST YR	\$4,000,000	(T)
PROJ.CATEGORY					\$8,000,000	
REGIONAL						

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

U-4902C	WMPO	US 17 BUSINESS (MARKET STREET), NORTH OF US 117/ NC 132 (COLLEGE ROAD) TO STATION ROAD.	CONSTRUCTION	FY 2029	\$14,250,000	(T)
NEW HANOVER				POST YR	\$42,750,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 24 TO FY 29.</u></b>			\$57,000,000	
STATEWIDE						
* U-4902D	WMPO	US 17 BUSINESS (MARKET ST), SR 1403 (MIDDLE SOUND LOOP RD)	ENGINEERING	FY 2021	\$279,000	(T)
NEW HANOVER		TO SR 2290 (MENDEHNALL DRIVE)/ SR 2734 (MARSH OAKS DR).		FY 2022	\$279,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>PROJECT TO UTILIZE BUILD NC BONDS. ADD PRELIMINARY ENGINEERING IN FY 21 NOT PREVIOUSLY PROGRAMMED.</u></b>		FY 2023	\$279,000	(T)
STATEWIDE				FY 2024	\$279,000	(T)
				FY 2025	\$279,000	(T)
				FY 2026	\$279,000	(T)
				FY 2027	\$279,000	(T)
				FY 2028	\$279,000	(T)
				FY 2029	\$279,000	(T)
				POST YR	\$1,674,000	(T)
			BUILD NC CON	FY 2021	\$1,030,000	(T)
				FY 2022	\$1,030,000	(T)
				FY 2023	\$1,030,000	(T)
				FY 2024	\$1,030,000	(T)
				FY 2025	\$1,030,000	(T)
				FY 2026	\$1,030,000	(T)
				FY 2027	\$1,030,000	(T)
				FY 2028	\$1,030,000	(T)
				FY 2029	\$1,030,000	(T)
				POST YR	\$6,180,000	(T)
			CONSTRUCTION	FY 2020	\$4,875,000	(T)
				FY 2021	\$4,875,000	(T)
					\$29,385,000	

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* U-5702A NEW HANOVER PROJ.CATEGORY STATEWIDE	WMPO	NC 132 (COLLEGE ROAD), SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	RIGHT-OF-WAY	FY 2024	\$5,400,000	(NHP)
		ACCESS MANAGEMENT AND TRAVEL TIME IMPROVEMENTS.	UTILITIES	FY 2025	\$14,000,000	(NHP)
		<u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM</u>	CONSTRUCTION	POST YR	\$33,900,000	(NHP)
		<u>FY 23 TO FY 24 AND CONSTRUCTION FROM FY 26 TO POST YEAR.</u>			<u>\$55,600,000</u>	
* U-5704 NEW HANOVER PROJ.CATEGORY STATEWIDE	WMPO	NC 132 (COLLEGE ROAD), US 76 (OLEANDER DRIVE). INTERSECTION IMPROVEMENTS.	RIGHT-OF-WAY	FY 2029	\$6,250,000	(NHP)
		<u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 23 TO FY 29 AND CONSTRUCTION FROM</u>	UTILITIES	POST YR	\$18,750,000	(NHP)
		<u>FY 26 TO POST YEAR.</u>	CONSTRUCTION	POST YR	\$2,500,000	(NHP)
					\$2,500,000	(NHP)
					\$25,300,000	(NHP)
* U-5710 NEW HANOVER PROJ.CATEGORY STATEWIDE	WMPO	US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION IN WILMINGTON.	RIGHT-OF-WAY	FY 2023	\$5,723,000	(T)
		CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	CONSTRUCTION	FY 2024	\$5,722,000	(T)
		<u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 CONSTRUCTION FROM FY 22 TO FY 25.</u>		FY 2025	\$7,900,000	(NHP)
				FY 2026	\$7,900,000	(NHP)
				FY 2027	\$7,900,000	(NHP)
* U-5729SW NEW HANOVER PROJ.CATEGORY STATEWIDE	WMPO	US 421, US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON. UPGRADE ROADWAY.	CONSTRUCTION	FY 2029	\$525,000	(T)
		<u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 29.</u>		POST YR	\$9,975,000	(T)
					<u>\$10,500,000</u>	
* U-5729SW NEW HANOVER PROJ.CATEGORY STATEWIDE	WMPO	US 421, US 117 (SHIPYARD BOULEVARD). INTERSECTION IMPROVEMENTS.	CONSTRUCTION	FY 2029	\$2,500,000	(T)
		<u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 23 TO FY 29.</u>			<u>\$2,500,000</u>	

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* U-5731	WMPO	US 74, US 17/US 421 IN WILMINGTON. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	RIGHT-OF-WAY	FY 2024	\$1,250,000	(T)
NEW HANOVER				FY 2025	\$3,750,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY</u></b>	UTILITIES	FY 2024	\$1,000,000	(T)
STATEWIDE		<b><u>FROM FY 20 TO FY 24 AND CONSTRUCTION</u></b>	CONSTRUCTION	FY 2028	\$6,450,000	(T)
		<b><u>FROM FY 24 TO FY 28.</u></b>		FY 2029	\$6,450,000	(T)
				POST YR	\$12,900,000	(T)
					\$31,800,000	
U-5732	WMPO	US 17, SR 1582 (WASHINGTON ACRES ROAD) TO	CONSTRUCTION	FY 2029	\$6,275,000	(T)
PENDER		SR 1563 (SLOOP POINT LOOP ROAD). CONVERT TO		POST YR	\$18,825,000	(T)
<b>PROJ.CATEGORY</b>		SUPERSTREET			\$25,100,000	
REGIONAL		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION</u></b>				
		<b><u>FROM FY 27 TO FY 29.</u></b>				
U-5734	WMPO	US 421 (SOUTH FRONT STREET), US 17 BUSINESS/US 76/US 421	RIGHT-OF-WAY	FY 2029	\$6,600,000	(T)
NEW HANOVER		(CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT		POST YR	\$6,600,000	(T)
<b>PROJ.CATEGORY</b>		BOULEVARD) IN WILMINGTON. WIDEN TO MULTI-LANES.	UTILITIES	FY 2029	\$1,600,000	(T)
REGIONAL		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY</u></b>	CONSTRUCTION	POST YR	\$11,200,000	(T)
		<b><u>FROM FY 25 TO FY 29 AND CONSTRUCTION FROM FY 28 TO</u></b>			\$26,000,000	
		<b><u>POST YEAR.</u></b>				

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* U-5790	WMPO	US 421 (CAROLINA BEACH ROAD), NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132.	RIGHT-OF-WAY	FY 2022	\$1,131,000	(T)
NEW HANOVER				FY 2023	\$3,394,000	(T)
<b>PROJ.CATEGORY</b>			UTILITIES	FY 2022	\$183,000	(T)
DIVISION		<b><u>PROJECT TO UTILIZE BUILD NC BONDS.</u></b>	BUILD NC CON	FY 2024	\$1,287,000	(T)
				FY 2025	\$1,287,000	(T)
				FY 2026	\$1,287,000	(T)
				FY 2027	\$1,287,000	(T)
				FY 2028	\$1,287,000	(T)
				FY 2029	\$1,287,000	(T)
				POST YR	\$11,583,000	(T)
			CONSTRUCTION	FY 2024	\$1,700,000	(T)
					\$25,713,000	
* U-5863	WMPO	NC 133 (CASTLE HAYNE ROAD), I-140/US 17 (WILMINGTON BYPASS) TO SR 1310 (DIVISION DRIVE) IN WILMINGTON. WIDEN TO MULTI-LANES	RIGHT-OF-WAY	FY 2025	\$2,058,000	(T)
NEW HANOVER			UTILITIES	FY 2025	\$1,386,000	(T)
<b>PROJ.CATEGORY</b>			CONSTRUCTION	POST YR	\$27,816,000	(T)
REGIONAL		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 25 AND CONSTRUCTION FROM FY 24 TO POST YEAR.</u></b>			\$31,260,000	
U-5881	WMPO	NC 132 (COLLEGE ROAD), SR 2048 (GORDON ROAD) TO SR 1272 (NEW CENTRE DRIVE). UPGRADE ROADWAY.	RIGHT-OF-WAY	FY 2029	\$17,051,000	(T)
NEW HANOVER				POST YR	\$17,050,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY FROM FY 25 TO FY 29 AND CONSTRUCTION FROM FY 28 TO POST YEAR.</u></b>	UTILITIES	FY 2029	\$1,500,000	(T)
STATEWIDE				POST YR	\$1,500,000	(T)
			CONSTRUCTION	POST YR	\$44,600,000	(T)
					\$81,701,000	

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

* U-5954	WMPO	NC 133 (CASTLE HAYNE ROAD), NORTH 23RD STREET. CONSTRUCT A ROUNDABOUT.	RIGHT-OF-WAY UTILITIES	FY 2025	\$150,000	(T)
NEW HANOVER				FY 2025	\$100,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY</u></b>	CONSTRUCTION	FY 2027	\$1,125,000	(T)
REGIONAL		<b><u>FROM FY 2 TO FY 25 AND CONSTRUCTION FROM</u></b>		FY 2028	\$1,125,000	(T)
		<b><u>FY 24 TO FY 27</u></b>			\$2,500,000	
U-6199	WMPO	WILMINGTON, WILMINGTON CITYWIDE SIGNAL SYSTEM. <b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY</u></b>	RIGHT-OF-WAY UTILITIES	FY 2028	\$100,000	(T)
NEW HANOVER				FY 2028	\$500,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>FROM FY 25 TO FY 28 AND CONSTRUCTION FROM</u></b>	CONSTRUCTION	POST YR	\$15,360,000	(T)
DIVISION		<b><u>FY 27 TO POST YEAR.</u></b>			\$15,960,000	
U-6201	WMPO	SR 1175 (KERR AVENUE), SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION	RIGHT-OF-WAY UTILITIES	FY 2028	\$3,300,000	(T)
NEW HANOVER				FY 2028	\$500,000	(T)
<b>PROJ.CATEGORY</b>		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-WAY</u></b>	CONSTRUCTION	POST YR	\$1,600,000	(T)
DIVISION		<b><u>FROM FY 25 TO FY 28 AND CONSTRUCTION FROM FY 27 TO</u></b>			\$5,400,000	
		<b><u>POST YEAR.</u></b>				
P-5740A	WMPO	CSX SE LINE, TIE AND RAIL REHABILITATION, CURVE REALIGNMENT, AND UPGRADE RAIL BRIDGES.	CONSTRUCTION	FY 2022	\$15,522,000	(DP)
BRUNSWICK				FY 2022	\$5,514,000	(T)
NEW HANOVER		<b><u>PROJECT BREAK ADDED AT REQUEST OF RAIL DIVISION.</u></b>		FY 2023	\$5,514,000	(T)
<b>PROJ.CATEGORY</b>					\$26,550,000	
STATEWIDE						
P-5740B	WMPO	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS.	RIGHT-OF-WAY CONSTRUCTION	FY 2021	\$600,000	(T)
NEW HANOVER				FY 2022	\$2,545,000	(DP)
<b>PROJ.CATEGORY</b>		<b><u>PROJECT BREAK ADDED AT REQUEST OF RAIL DIVISION.</u></b>		FY 2022	\$902,000	(T)
STATEWIDE				FY 2023	\$903,000	(T)
					\$4,950,000	

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

### STIP/MPO TIP Modification # 20-6 (September 2020)

P-5740C	WMPO	CSX SE LINE, INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS.	CONSTRUCTION	FY 2022	\$5,792,000	(DP)
BRUNSWICK				FY 2022	\$2,054,000	(T)
NEW HANOVER		<u>PROJECT BREAK ADDED AT REQUEST OF RAIL DIVISION.</u>		FY 2023	\$2,054,000	(T)
<b>PROJ.CATEGORY</b>						
STATEWIDE					\$9,900,000	



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #20-6 TO THE  
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #20-6.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #20-6.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2020.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

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

STIP/MPO TIP Amendment # 20-5  
(November 2020)

* HB-9999 STATEWIDE PROJ.CATEGORY STATEWIDE REGIONAL DIVISION	- STATEWIDE PROJECT	BRIDGE INSPECTION PROGRAM.	IMPLEMENTATIO	
		<u>PROJECT ADDED AT REQUEST OF STRUCTURES</u>		
		<u>MANAGEMENT UNIT. PROJECT WILL REPLACE B-9999.</u>		
		FY 2021 -	\$26,000,000	(BG)
		FY 2022 -	\$26,000,000	(BG)
		FY 2023 -	\$26,000,000	(BG)
		FY 2024 -	\$26,000,000	(BG)
		FY 2025 -	\$26,000,000	(BG)
		FY 2026 -	\$26,000,000	(BG)
		FY 2027 -	\$26,000,000	(BG)
		FY 2028 -	\$26,000,000	(BG)
		FY 2029 -	\$26,000,000	(BG)
			\$234,000,000	

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

### STIP/MPO TIP Amendment # 20-5 (November 2020)

* HO-0002C	- WILMINGTON URBAN AREA	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON.
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	INSTALL BROADBAND.
COLUMBUS	- LUMBER RIVER RURAL PLANNING	<u><b>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL</b></u>
ROBESON	ORGANIZATION	<u><b>STUDY ONLY. FEDERAL INFRA GRANT PROJECT.</b></u>
<b>PROJ.CATEGORY</b>	- CAPE FEAR RURAL PLANNING	
STATEWIDE	ORGANIZATION	

* HO-0002D	- WILMINGTON URBAN AREA	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN
ANSON	METROPOLITAN PLANNING ORGANIZATION	WILMINGTON. VULNERABILITY ASSESSMENTS,
BRUNSWICK	- CHARLOTTE REGIONAL	INSTALLATION OF FLOOD GAUGES, AND FLOOD
COLUMBUS	TRANSPORTATION PLANNING	MONITORING.
RICHMOND	ORGANIZATION	<u><b>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL</b></u>
ROBESON	- ROCKY RIVER RURAL PLANNING	<u><b>STUDY ONLY. FEDERAL INFRA GRANT PROJECT.</b></u>
SCOTLAND	ORGANIZATION	
UNION	- CAPE FEAR RURAL PLANNING	
<b>PROJ.CATEGORY</b>	ORGANIZATION	
STATEWIDE	- LUMBER RIVER RURAL PLANNING	
	ORGANIZATION	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING *CAPE FEAR MOVING FORWARD 2045* AND THE 2045  
WILMINGTON REGIONAL TRAVEL DEMAND MODEL**

**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 N.C. Board of Transportation; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has developed the *Cape Fear Moving Forward 2045* plan to satisfy the requirements of the Fixing America's Surface Transportation Act (FAST) as well as other federal, state and local laws mandating a continuing, cooperative and comprehensive (3-C) transportation planning activities; and

**WHEREAS**, the *Cape Fear Moving Forward 2045* plan is a product of a multi-modal, 3-C transportation planning process, compatible with the Wilmington Urban Area Metropolitan Planning Organization's long range vision; and

**WHEREAS**, the *Cape Fear Moving Forward 2045* plan is fiscally constrained; and

**WHEREAS**, the *Cape Fear Moving Forward 2045* plan was developed by the Wilmington Urban Area Metropolitan Planning Organization's Citizen Advisory Committee in coordination with the MPO Board, Technical Coordinating Committee, local elected and appointed officials, local municipal and county staff, service organizations, subject matter experts, and the general public; and

**WHEREAS**, the development of the *Cape Fear Moving Forward 2045* plan included socio-economic updates to the 2040 Wilmington Regional Travel Demand Model, resulting in the 2045 Wilmington Regional Travel Demand Model; and

**WHEREAS**, public comments were solicited at regular intervals during the planning process and a two and a half month public comment period was held to receive comments on the plan; and

**WHEREAS**, the final draft plan was approved by the MPO Board on July 29, 2020.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the *Cape Fear Moving Forward 2045* plan and the 2045 Wilmington Regional Travel Demand Model.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2020.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON RAIL TRAIL MASTER PLAN**

**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 N.C. Board of Transportation; and

**WHEREAS**, the North Carolina Department of Transportation Rail Division maintains ownership of the vacant rail corridor between 3<sup>rd</sup> Street and McRae Street in the City of Wilmington; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization and the City of Wilmington worked with the North Carolina General Assembly during the 2015-2016 session to develop and support SB 174 which allows for future multi-modal use of the rail corridor; and

**WHEREAS**; the Wilmington Urban Area Metropolitan Planning Organization's Board recognized the need to develop a unified vision for the future shared use of the rail corridor; and

**WHEREAS**, Wilmington Urban Area Metropolitan Planning Organization, in partnership and collaboration with the North Carolina Department of Transportation, City of Wilmington, and the Friends of the Wilmington Rail Trail has developed the Wilmington Rail Trail Master plan; and

**WHEREAS**, the Wilmington Rail Trail Master plan considers the future multi-modal interest in the corridor through stakeholder involvement, analysis of existing conditions, and nature of the surrounding land uses; and

**WHEREAS**, public comments about the future intended use and desired design and amenities of the corridor were solicited through a survey, and a two week public comment period was held to receive comments on the draft plan.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the *Wilmington Rail Trail Master plan*.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 18, 2020.

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David Piepmeyer, Chair

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Mike Kozlosky, Secretary

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

## STIP/MPO TIP Modification # 20-7 (November 2020)

* AV-5795 NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON INTERNATIONAL (ILM), EXPAND THE GENERAL AVIATION APRON. <u>AT REQUEST OF DIVISION OF AVIATION, DELAY CONSTRUCTION FROM FY 22 TO FY 29.</u>	CONSTRUCTION	FY 2029 - \$500,000 (T) FY 2029 - \$800,000 (O) \$1,300,000
* AV-5798 NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON INTERNATIONAL (ILM), TAXIWAY IMPROVEMENTS. <u>AT REQUEST OF DIVISION OF AVIATION, DELAY CONSTRUCTION FROM FY 21 TO FY 28.</u>	CONSTRUCTION	FY 2028 - \$500,000 (T) FY 2028 - \$5,100,000 (O) \$5,600,000
EB-6027 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1403 (MIDDLE SOUND LOOP), CONSTRUCT MULTI- USE PATH SOUTH OF MARKET STREET FROM RED CEDAR ROAD TO EXISTING TRAIL AT CORNER OF MARKET STREET AND MIDDLE SOUND LOOP ROAD. <u>DESCRIPTION REVISED AT THE REQUEST OF THE MPO.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2021 - \$500,000 (L) FY 2021 - \$1,000,000 (L) \$1,500,000
* U-5790 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 421 (CAROLINA BEACH ROAD), NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132. <u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 22 TO 29 AND CONSTRUCTION FROM FY 24 TO POST YEAR.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2029 - \$2,263,000 (T) POST YR. \$2,262,000 (T) FY 2029 - \$183,000 (T) POST YR. \$16,700,000 (T) \$21,408,000

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

## STIP/MPO TIP Modification # 20-7 (November 2020)

* U-6202 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2048 (GORDON ROAD), US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	BUILD NC ROW	FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - POST YR-	\$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T) \$3,861,000 (T)
		<u>BASED ON COORDINATION WITH MPO AND DIVISION AND THE DELAY OF U-5790. ACCELERATE RIGHT-OF- WAY FROM FY 25 TO FY 22 AND CONSTRUCTION FROM FY POST YEAR TO FY 24.</u>			
			RIGHT-OF-WAY	FY 2022 - FY 2023 - FY 2022 - FY 2023 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - POST YR-	\$27,027,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,168,000 (T) \$1,168,000 (T) \$1,168,000 (T) \$1,287,000 (T) \$1,287,000 (T) \$1,287,000 (T) \$1,287,000 (T) \$1,287,000 (T) \$11,583,000 (T)
			UTILITIES	FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - POST YR-	\$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T)
			BUILD NC CON	FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - POST YR-	\$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T)
			CONSTRUCTION	FY 2022 - FY 2023 - FY 2024 - FY 2025 -	\$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T) \$1,450,000 (T)
					\$85,956,000



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

## STIP/MPO TIP Modification # 20-7 (November 2020)

EB-6027 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1403 (MIDDLE SOUND LOOP), CONSTRUCT MULTI- USE PATH SOUTH OF MARKET STREET FROM RED CEDAR ROAD TO EXISTING TRAIL AT CORNER OF MARKET STREET AND MIDDLE SOUND LOOP ROAD.  <u><b>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</b></u>	RIGHT-OF-WAY CONSTRUCTION	FY 2021 - FY 2022 -	\$500,000 (L) \$1,000,000 (L) \$1,500,000
EB-6028 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON, CONSTRUCT SIGNALIZED PEDESTRIAN CROSSING AT US 17 BUSINESS (MARKET STREET) AND 21ST STREET.  <u><b>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 20 TO FY 21.</b></u>	CONSTRUCTION	FY 2021 - FY 2021 -	\$100,000 (TADA) \$25,000 (L) \$125,000
EB-6029 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CLARENDON AVENUE, CONSTRUCT MULTI-USE PATH ALONG CLARENDON AVENUE FROM 4TH STREET TO SR 1573 (DOW ROAD).  <u><b>TO ASSIST IN BALANCING FUNDS, DELAY CONSTRUCTION FROM FY 20 TO FY 21.</b></u>	CONSTRUCTION	FY 2021 - FY 2021 -	\$516,000 (TADA) \$129,000 (L) \$645,000
U-5926 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NEW ROUTE, SR 1302 (23RD STREET) TO 26TH STREET. CONSTRUCT ROUTE ON NEW LOCATION. ECONOMIC DEVELOPMENT PROJECT.  <u><b>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF- WAY FROM FY 20 TO FY 22.</b></u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - FY 2022 - FY 2022 - FY 2022 -	\$225,000 (T) \$225,000 (L) \$2,436,000 (T) \$2,436,000 (L) \$5,322,000

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

## STIP/MPO TIP Modification # 20-7 (November 2020)

U-6233	- WILMINGTON URBAN AREA	CAROLINA BEACH, CONSTRUCT NEW TRAFFIC	ENGINEERING	FY 2020 -	\$2,000	(S)
NEW HANOVER	METROPOLITAN PLANNING	SIGNAL AND IMPROVE PEDESTRIAN		FY 2020 -	\$6,000	(BGDA)
<b>PROJ.CATEGORY</b>	<b>ORGANIZATION</b>	ACCOMMODATIONS AT THE INTERSECTION OF US	RIGHT-OF-WAY	FY 2021 -	\$10,000	(S)
DIVISION		421 (LAKE PARK BOULEVARD) AND HAMLET AVENUE		FY 2021 -	\$40,000	(BGDA)
		IN CAROLINA BEACH.	CONSTRUCTION	FY 2022 -	\$42,000	(S)
		<b><u>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT-OF-</u></b>		FY 2022 -	\$170,000	(BGDA)
		<b><u>WAY FROM FY 20 TO FY 21 AND CONSTRUCTION</u></b>				
		<b><u>FROM FY 21 TO FY 22.</u></b>			\$270,000	



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## **MEMORANDUM**

**To:** MPO Board Members  
**From:** Mike Kozlosky, Executive Director  
**Date:** November 6, 2020  
**Subject:** FY 22 Budget Preparation Discussions

MPO staff is beginning the preparation of the FY 22 budget for our Unified Planning Work Program. Staff plans to present the draft budget for public input at your January meeting and seek final approval at your March meeting. As such, there are a number of items that staff has identified and will need direction in order to present an appropriate budget.

### **Wilmington Multi-modal Transportation Center Phase IB (525 North 4<sup>th</sup> Street)**

The Wilmington Urban Area MPO has appropriated Surface Transportation Block Grant- Direct Attributable (STBGP-DA) funds for the renovation and re-habilitation of the historic building located at 525 North 4<sup>th</sup> Street for MPO offices. HDR was hired to develop the design plans for the building renovation and re-use. The schematic designs are almost complete and mechanical, electrical, and plumbing designs are underway. The design is anticipated to be complete by the end of the calendar year and once design is complete it is anticipated a 6 to 8 construction timeline will be required for construction of the renovations. The occupancy of the building by MPO staff is anticipated in January 2022. Based on this anticipated occupancy date, staff recommends including operating expenses for ½ year using STBGP-DA funds. This is estimated in the amount of \$15,000 with 80% federal funds (\$12,000) and 20% local funding (\$3,000).

### **Administrative Assistant for the Wilmington Urban Area MPO**

Under the current organizational structure, the Administrative Assistant provides assistance to the Executive Director of the Wilmington Urban Area MPO and City of Wilmington's Director of Planning, Development and Transportation Department. With the move to the MPO's new offices, it is anticipated that the current Administrative Assistant position will remain at 305 Chestnut Street to assist the City's Director of Planning, Development and Transportation. Therefore, it is recommended that the Wilmington Urban Area MPO add an Administrative Assistant position in the next Fiscal Year budget. Staff recommends including funding for this position for ½ year using STBGP-DA funds. This is estimated in the amount of \$35,117 with 80% federal funds (\$28,094) and 20% local funding (\$7,023).

Wilmington Urban Area Metropolitan Planning Organization

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### **Indirect Costs**

The Wilmington Urban Area Metropolitan Planning Organization is hosted and housed by the City of Wilmington. Based on this relationship, the City provides services and support to the MPO in which the City has in the past not requested reimbursement. These services and support include items such as City Manager support, Human Resources (HR) support, Information Technologies (IT) support, etc. The City may desire to begin to recoup some of these costs. If the City proceeds with requesting re-imbursement for these services, staff recommends using STBGP-DA funding to cover these expenses.

### **Wilmington 2050 Travel Demand Model**

The travel demand model is a tool that is used by the Wilmington Urban Area MPO and North Carolina Department of Transportation to forecast future travel patterns in our region. These models are prepared with the development of the Metropolitan Transportation Plans. The most recent travel demand model was built for the 2040 Transportation Plan. This model has been updated for our MPO and will be approved with the adoption of Cape Fear Moving Forward 2045. It is important to develop this model in advance of project identification so the model is a useful tool in the development of the plan.

The estimated cost to develop a travel demand model is approximately \$500,000. The North Carolina Department of Transportation is moving from MPO specific models to regional travel demand models. Based on conversations with the Department, the Wilmington Urban Area MPO could utilize our on-call transportation planning services contract to hire a consultant to develop a model specific to the MPO's planning area boundary or NCDOT will prepare a regional model and contribute 100% of the cost. Based on knowledge, skills, experience, expertise, and funding; MPO staff recommends to proceed with NCDOT's Transportation Planning Division preparing a regional travel demand model for our 2050 plan.

### **Go Coast TDM Program**

The Go Coast Transportation Demand Management Program has been a partnership between the Wilmington Urban Area MPO and NCDOT which began in FY 2016. The current funding structure is that NCDOT contributes 50% and the MPO's member jurisdictions contribute 50%. The total cost of the program is \$123,600 with \$61,800 provided by NCDOT and \$61,800 provided by the MPO's member jurisdictions. The funding is utilized to support one full-time Associate Transportation Planner (TDM Coordinator) and the associated program. The position and program work with our areas major employers and the Go Coast Committee in an effort to reduce the number of single occupancy vehicles on our area roadways and promote alternative modes of transportation. This position is responsible for the "Be A Looker" campaign, annual River to Sea ride, annual Commuter Challenge, and annual Bike to Work month activities. Based on a discussion with leadership at NCDOT, the funding is being provided for FY 21, however it is unknown and unlikely that the funding will be available from the state in FY 22 to continue the program. This leaves two options for the next fiscal year: 1) move the program over to being funded by the STBGP-DA program or 2) discontinue the program. If there is a desire to continue the program and move the program to being funded by the DA program, the contributions would be \$98,880 in federal funds and \$24,720 in local funds.

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### **Planning Needs of MPO Members**

Wilmington Urban Area MPO staff has requested that any planning needs including studies and/or plans be submitted by our members for consideration by December. The MPO programmed funding in the amount of \$110,000 in the FY 21 Unified Planning Work Program to assist our members with these plans/studies. Last year, the Town of Navassa, Town of Leland, and Brunswick County voted to discontinue the Brunswick Connector. To date, discussions regarding a future Brunswick County transit study have been had by MPO staff and leaders in the Town of Leland. Staff would estimate a budget of \$50,000 for the development of this plan. Other requested plans/studies will be known in December.

### **StreetLight Data**

The WMPO was authorized in the FY 21 budget to purchase Streetlight data for the region to perform data analysis in real time. Streetlight data is a compilation of trillions of geospatial data points, collected from user applications in smart phones and GPS Navigation devices. Streetlight data ingest, index and process anonymized location records from smart phones and connected cars and trucks. The use of this data will be used to evaluate AADTs, transportation planning studies, traffic engineering studies, Transportation Demand Management activities, as well as a number of other uses. The funding approved in the FY 21 budget is \$50,000. Due to COVID-19, the MPO has delayed the purchase of the data until January. It is anticipated that this funding would be re-occurring to continue to purchase this real-time data. NCDOT has indicated that they may purchase this data or data from another provider. Based on the needs of the organization and dependent upon the decision by NCDOT to purchase this data, staff may recommend the MPO Board consider using these FY 22 funds for other needs.

### **Conclusion**

As outlined above, there are a number of factors and challenges playing into the development of the FY 22 fiscal year budget. Some of these items have been previously discussed with the Board and others are new initiatives or are a result of decisions from our partner agencies. Staff is trying balance the needs of the organization and be fiscally responsible with our federal and local dollars. Staff will begin discussions with the Board at your November meeting in an effort to develop and present a draft Unified Planning Work Program for consideration and approval.

**WILMINGTON URBAN AREA  
MPO  
November 2020**

**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. A four month public outreach period was held between April 3, 2018 and July 31, 2018. During this period, there were 2,287 transportation survey responses, 563 comments on the public input map tool, and 4,554 votes on map comments, totaling 7,404 responses collected. In July 2018, the six modal subcommittees began meeting with the initial task of developing modal goals and objectives, which were completed in October 2018 and officially adopted by the Board in November 2018. The Modal Subcommittees have completed scoring criteria, evaluation of projects and development of the draft policies. The CAC, TCC and Board received the financial forecasts and potential alternative funding sources in March 2019. The consultant completed the project cost estimates and alternative funding forecasts in June 2019. A red line, fiscal constraint analysis of ranked modal projects were prepared and presented by staff to the CAC, TCC, and Board in July. The WMPO Board proposed changes at its August meeting and adopted a resolution endorsing the amended draft project lists in September 2019. In November 2019 the Board passed a resolution to include the estimated toll revenues for the Cape Fear Crossing project within the fiscally constrained projects list as a supported alternative form of funding. The draft plan was released for a 30-day public comment period on February 26th, 2020 and five regional open houses were scheduled throughout the region. Due to the onset of restrictions caused by COVID-19, only two of the five in-person open houses were held and the public comment period was extended through May 15th, 2020. Additionally, WMPO staff held three virtual open houses July 6th, 7th, and 8th, 2020. All comments received were addressed by staff and final revisions, recommended by staff and approved by the Board, were made to the draft plan. The WMPO Board approved the final draft of the plan at its July 2020 Board meeting.

**Next Steps:**

- Adoption of final plan on November 18, 2020

**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: 5 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 1 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 0 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews

- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 10 total (1 new, 9 on-going) : New Hanover County 4, City of Wilmington 2, Carolina Beach 0, Leland 2 (1 new), Navassa 0, Pender County 2, and Brunswick County 0
- Pender County Development Plan Reviews: 3 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 70 (4 new, 66 on-going)
- City of Wilmington Informal Reviews: 34 (7 new, 27 on-going) reviews
- City of Wilmington Concept Reviews: 4 (4 new, 0 on-going)
- COW Project Releases: Full releases 7

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

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

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

**Project Status and Next Steps:**

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

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

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

**Project Status and Next Steps:**

- On April 15th, Ron Vancleef reported that Division Maintenance Engineer verified that 100% of the funds for the resurfacing project were available
- Construction authorization issued on or about May 15, 2020
- Town agreed to defer reimbursement
- Bid Opening- August 27, 2020
- Bids were within engineers estimate
- Contract awarded to C.M. Mitchell on September 17
- Notice to Proceed issued October 26
- Construction commenced October 26

**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 approved August 20, 2019
- Right-of-Way Certification was approved on June 7, 2020
- Bid documents were initially approved on 11/22/19. Bid documents are currently being reviewed again since the project was not advertised for bid within 6 months of the initial bid document approval.
- Utility/RR certification was dated February 26, 2020
- Begin Construction – Early 2021
- Complete Construction – Summer 2021

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

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

**Project Status and Next Steps:**

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

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

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

**Project Status and Next Steps:**

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

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

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

**Project Status and Next Steps:**

- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – August 27, 2020
- Bids were within engineers estimate
- Low bidder was Simmons Public Utility Sitework, Inc.
- Contract awarded to Simmons on September 17
- Simmons contract was cancelled on October 20 because it was discovered that Simmons



was not pre-qualified to perform work under an NCDOT contract nor had a pre-qualifications package been submitted to NCDOT for consideration at the time of the bid opening; moreover, only 20% of the work was proposed to be performed by Simmons which is less than the 40% required by NCDOT for a prime contractor.

- Town agreed to award contract to second low bidder – C.M. Mitchell
- C.M. Mitchell notified Town that it had made a calculation error in its bid
- Town is investigating options before taking next step

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

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

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

- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – August 27, 2020
- Bids were within engineers estimate
- Low bidder was Simmons Public Utility Sitework, Inc.
- Contract awarded to Simmons on September 17
- Simmons contract was cancelled on October 20 because it was discovered that Simmons was not pre-qualified to perform work under an NCDOT contract nor had a pre-qualifications package been submitted to NCDOT for consideration at the time of the bid opening; moreover, only 20% of the work was proposed to be performed by Simmons which is less than the 40% required by NCDOT for a prime contractor.
- Town agreed to award contract to second low bidder – C.M. Mitchell
- C.M. Mitchell notified Town that it had made a calculation error in its bid
- Town is investigating options before taking next step

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

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

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

- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – August 27, 2020
- Bids were within engineers estimate
- Low bidder was Simmons Public Utility Sitework, Inc.
- Contract awarded to Simmons on September 17
- Simmons contract was cancelled on October 20 because it was discovered that Simmons was not pre-qualified to perform work under an NCDOT contract nor had a pre-qualifications package been submitted to NCDOT for consideration at the time of the bid opening; moreover, only 20% of the work was proposed to be performed by Simmons which is less than the 40% required by NCDOT for a prime contractor.
- Town agreed to award contract to second low bidder – C.M. Mitchell

- C.M. Mitchell notified Town that it had made a calculation error in its bid
- Town is investigating options before taking next step

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

**Project Description/Scope:** The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

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

- NCDOT Plans to resurface from 17th Street to Shipyard Blvd in 2021
- The City needs to have a discussion from the 4SW200 committee/MPO about additional funding needed to design and build project.

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

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

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

- Project is ready for bidding and construction. Plans and PCE have been approved. The contract documents have been approved.
- Additional funding was approved by the MPO Board in May 2020
- Anticipated bidding in early 2021.

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

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

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

- The Town has received 65% comments from NCDOT
- Right Angle is working on 90% plans
- Right-of-way authorization is anticipated by June of 2021
- Construction Funding is anticipated in 2021

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

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

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

- The agreements have been executed
- The Town has selected Withers & Ravenel as the engineer
- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting on November 6<sup>th</sup>

#### **U-6234 MULTI-MODAL PHASE 1 B**

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

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

- City Council approved the agreement with HDR in July

- The consultant has developed the schematic designs and are working on the mechanical, electrical, and plumbing

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

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

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

- U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
- Cost sharing agreements with New Hanover County started June 2019 and completed March 2020.
- NCDOT Authorization for Preliminary Engineering received March 2020.
- Project goals reviewed with NCDOT Division 3.
- Interagency maintenance agreements and addendums are in development.
- 90-day Design Proposal received May 2020. Waiting on response for extension of proposal.
- WMPO advised of pause in NCDOT funding availability.

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

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

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

- TIP number has been entered. Town to upload information in EBS to request agreement.

#### **TASA-DA**

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

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

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

- Pre-con meeting held with ECC on October 27<sup>th</sup>
- Anticipate NTP being issued shortly (working out water main location with CFPUA)
- 180 day completion
- Contracting with RK&K for CEI services

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

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

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

- The agreements have been executed
- The Town has selected Withers & Ravenel as the engineer
- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting on November 6th

**EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY**

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

**Project Status and Next Steps:**

- Completing hydraulic design
- Anticipate final drawing completion by end of month
- Working with Marta Mathews to modify project with new Supplemental Agreement now (entered in system last week)
- Awaiting NCDOT approval of contract for hydraulic design modification, once complete, final design will be forthcoming
- Supplemental agreement changes accepted, contract is signed

**EB-6028 —CITY OF WILMINGTON- 21<sup>ST</sup> STREET/MARKET HAWK SIGNAL**

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

**Project Status and Next Steps:**

- Pre-Design scoping meeting with Davenport Engineering and NCDOT Division Personnel occurred on 2/20.
- Scope of design defined, but this scope was much larger than initially anticipated. Adjustment to PE Authorization will be needed.
- NCDOT Manday estimate for issuance of task order approved on 6/24/2020
- The project will be placed on indefinite hold until such time as NCDOT addresses the Cash Balance issue. All projects have been asked to get to a stopping place due to NCDOT's inability to pay for work.
- NCDOT recommended Change Request to increase funding, but cannot guarantee approval yet. Contract will not be released for execution until the additional funding is approved.
- Survey and Design for NCDOT review.

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

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

**Project Status and Next Steps:**

- The Town is evaluating the scope for the project.

**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 funded 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 program works to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing Plan for the "Go Coast" program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.

## **Project Status and Next**

### **Steps: Initiatives**

1. Watch For Me NC
  - a. Wilmington will partner with NCDOT for 2020 Watch For Me NC bicycle and pedestrian safety program. Watch for Me NC task force comprised of WPD, WFD, Go Coast, Wilmington Engineering, and NHRMC are convening monthly
  - b. Due the inability of the police to hold in-person events. Watch for Me NC is being heavily marketed on social media and billboards throughout Wilmington.
2. The 2020 Go Coast Commuter Challenge was held October 16-30
  - a. A strong emphasis was placed on telecommuting this year
  - b. 90 individuals registered to participate
  - c. Local businesses donated gift cards to be given away as prizes. Winners will be announced by November 15th
3. Wilmington was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists (LAB) in April 2020
  - a LAB has provided feedback about how to become more bicycle friendly.
  - b. A Bicycle Friendly Community Taskforce of CoW and WMPO staff is being assembled to evaluate the feedback and make moves to become Silver by the next application in 2024.
4. Short Range TDM Plan
  - a. Plan was reviewed by the Go Coast Committee and changes were made to the plan.
  - b. Public comment period will take place November-December 2020
  - c. TCC and Board to receive draft in early of 2021.
5. CASSI Autonomic Vehicle three month grant for Carolina Beach and Downtown Wilmington. Application deadline has been extended to July 31, 2020.
  - a. Waiting to hear back from NCDOT
6. Next Go Coast meeting is November 19th and will be hosted virtually.



## Cape Fear Public Transportation Authority

Project Update

November 2020

1. **Network Redesign** - On January 21, 2020, the City of Wilmington and New Hanover County each adopted a Concurrent Resolution of the Wilmington City Council and the Board of Commissioners of New Hanover County for Enhanced Public Transportation Operations and Efficiency. TransPro Consulting was retained by New Hanover County and the City of Wilmington to serve as consultant to the board during the evaluation process.

A network redesign proposal was developed by TransPro Consulting and presented to the Wave Transit board for consideration on July 23, 2020. The proposal was refined to include comments provided by Authority staff and the Wave Transit board. A revised proposal was presented to the Wave Transit board during the August 27, 2020 meeting. The framework for a revised transportation network outlined in the consultant's proposal was approved by the Wave Transit board on Thursday, October 22, 2020. A summary of the revised system network includes eight (8) fixed bus routes, from the current fourteen (14), increased service frequency for three (3) fixed bus routes, and an on-demand service offering.

The revised network is slated for implementation on July 1, 2021. Further information regarding the recommendations included in the proposal, opportunities for comment and a timeline of events will be released to the public in the coming weeks.

2. **Executive Director Search** - Search efforts for an Executive Director, spearheaded by the City of Wilmington's Human Resources Department, have concluded. A formal announcement naming the Authority's new Executive Director will occur in a formal capacity during the upcoming Wave Transit Board of Director's meeting scheduled for Thursday, November 19, 2020. The new Executive Director will be seated effective Monday, December 7, 2020.

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

Project Manager		Contract Tyf	TIP	PO	Description	County	SAP Let Date
Brian Harding	DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover	6/15/2027	
Brian Harding	DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover	5/16/2028	
Krista Kimmel	DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover	6/20/2028	
Brian Harding	DDRL	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	7/18/2028	
Trace Howell	DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender	9/19/2028	
Lydia	DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	Hanover	11/16/2028	
Krista Kimmel	DDRL	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover	12/19/2028	
Krista Kimmel	DDRL	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover	12/19/2028	
Krista Kimmel	DDRL	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	6/19/2029	
Trace Howell	DDRL	U-5790	WMPO	Monkey Junction Interchange	New Hanover	PY	
Brian Harding	DDRL	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover	PY	
Trace Howell	DDRL	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover	PY	
Trace Howell	DDRL	U-5704	WMPO	US 17 (Oleander) at College	New Hanover	PY	
None	DDRL	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover	PY	
Krista Kimmel	DPOC	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover	PY	
Brian Harding	DDRL	U-5734	WMPO	US 421 Front St Widening	New Hanover	PY	
Trace Howell	DDRL	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover	PY	
Trace Howell	DDRL	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover	PY	
Brian Harding	DPOC	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover	PY	
Jessi Leonard	CSF	W-5703P	WMPO	US 17 and Ploof Rd/Olde Waterford Way	Brunswick	TBD	

PE Work Continuing

Date Completed:

10/29/2020

PO:

WMPO

Contact:

Caitlin Marks

cmmarks@ncdot.gov



Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion      Percent Complete
DC00276	Daniel Waugh	DF15403.2071072	Pender	Pender Hurricane Pipe Replacement (Group G)	Sep-20      100%
C204282	Alex Stewart	15403.1065027	New Hanover	Bridge on US 421 over Fishing Creek 4 miles N of I-140	Oct-20      100.00%
DC00231	Daniel Jones	R-3601(L)	Brunswick	Landscaping for the Diverging Diamond at US 74/76 and NC 133	Jul-20      100.00%
C204203	Alex Stewart	HVBP	New Hanover	Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor	Mar-21      88.95%
DC00268	TBD	I-5760A	New Hanover	I-140 from I-40 to US 421 Open Grated Friction Course	Aug-20      70.68%
DC00265	TBD	N/A	, Duplin, New Hanover, Pender	Long Line Pavement Marking	Nov-21      69.90%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22      38.21%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22      29.71%

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete
C204135	2018	/ Hanover/Brunswick	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRS (New Hanover Resurfacing)	Dec-20	91.17%



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

November 2020

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

NOVEMBER TPD UPDATES WILMINGTON MPO

NOVEMBER 2020

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

**Brunswick County Comprehensive Transportation Plan (CTP):** We have officially started our Brunswick County CTP. Our first meeting was on 10/27/2020 with our Core Steering Committee. Our second meeting will be on December 10<sup>th</sup> with the entire Steering Committee where we will be presenting "What Is a CTP?", familiarizing our Steering Committee with the process as well as discussing the first deliverables we will be producing for the CTP.

**Wilmington Model:** The 2045 model is ready for MTP testing. The 2045 model will be considered the official Wilmington MPO Model when the MTP is adopted.

**NC Moves 2050:** The N.C. Department of Transportation wants your feedback for the NC Moves 2050 Plan, NCDOT's update to the state's long-range transportation plan. Participate by November 9th to provide comments on the recommended actions designed to provide a responsive, connected and inclusive transportation system.

Your feedback will help guide North Carolina's future transportation policies and investments. You can learn more about NC Moves 2050 at [www.ncmoves.gov](http://www.ncmoves.gov).

The draft recommendations and report were presented to the board of transportation on 10/8/2020 and the 30 day comment period was opened on 10/9/2020. The 30 day

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comment period will be open from October 9 to November 9. The NC Moves 2050 Team will be collecting comments in the form of a survey. The survey and draft report are posted on the web at [www.ncmoves.gov](http://www.ncmoves.gov).

The NC Moves 2050 Team has also created an informational video that can be found at <https://youtu.be/iIYodsTGQm0>.

If you have any questions, please contact Nastasha Earle at [nbearle-young@ncdot.gov](mailto:nbearle-young@ncdot.gov).

**Strategic Transportation Corridors (STC):** All MPOs and RPOs along US 74 have signed resolution letters in support of US 74 and US 321. Starting this month, the STC team plans to meet with MPOs, RPOs and Division individually to discuss the long/short term vision for US 70, US 258/ US 13/ NC 211 and US 117.

**Powell Bill Funds:** End of September, the N.C. Department of Transportation began distributing nearly \$132.7 million in State Street Aid to Municipalities, also known as Powell Bill funds, to 508 municipalities across the state.

The initial allocation, half of the overall total, went out on 9/28/2020. The other half will be paid by Jan. 1. The number of recipients who applied to be considered for funds is the same as 2019.

The Powell Bill requires municipalities to use the money primarily for street resurfacing, but it can also be used for the construction and maintenance of roads, bridges, drainage systems, sidewalks and greenways.

**Contract Awarded to Improve Brunswick County Roads:** A recently awarded contract will improve more than 30 miles of Brunswick County roads and ramps.

S.T. Wooten Corporation of Wilson was awarded a \$5.6 million contract in October to mill and resurface lanes and reconstruct shoulders on 33.6 miles of roadway within the county.

The areas of work include one section each of U.S. 17, U.S. 74/76 and N.C. 130 and 11 sections of secondary roads.

The contractor can begin construction as early as mid-March 2021, and it is expected to be complete by October 2022.