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

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

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: February 18, 2021
SUBJECT: February 24th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, February 24, 2021 at 3 pm. The meeting will be held at the Wilmington Convention Center located at 10 Convention Center Drive 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://us02web.zoom.us/j/84386106701>

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 646 876 992. And when prompted, enter:
Meeting ID#: 843 8610 6701

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 February 23, 2021 by calling (910) 341-3258 to leave a message or by e-mailing comments to 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) Presentation
 - a. Go Coast TDM Update- Nick Cannon, WMPO
 - b. StreetLight Data- Abby Lorenzo and Trevor Stewart, WMPO

Wilmington Urban Area Metropolitan Planning Organization

7) Consent Agenda

- a. Approval of Board Meeting Minutes from January 27, 2021
- b. Opening of the 30-day Public Comment Period for Draft FY 22 Unified Planning Work Program
- c. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the South College Road/Holly Tree Crosswalk (U-5534Q) Project
- d. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the Town of Leland for the Village Road Multi-use Path (U5534I) Project
- e. Resolution Supporting the Allocation of Direct Attributable Funds to the Town of Leland for the Leland Middle School Sidewalk (U-5534K) Project
- f. Resolution Supporting the Endorsement of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2021
- g. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-1

8) Regular Agenda

- a. Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the Wilmington Multi-Modal Transportation Center Phase 1B (U-6234) Project

9) Discussion

- a. Surface Transportation Block Grant-Direct Attributable and Transportation Alternatives Set Aside-Direct Attributable Funding Requests
- b. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-2

10) Announcements

- a. NC Ethics Forms Due- April 15, 2021

11) Updates

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

12) Next meeting – March 31, 2021

Attachments

- MPO Board Meeting Minutes- January 27, 2021
- Draft FY 22 Unified Planning Work Program
- City of Wilmington's Request for Additional Surface Transportation Block Grant- Direct Attributable Funds for the South College Road/Holly Tree Crosswalk (U-5534Q) Project
- Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the South College Road/Holly Tree Crosswalk (U-5534Q) Project
- Town of Leland's Request for Additional Surface Transportation Block Grant- Direct Attributable Funds for the Village Road Multi-use Path (U5534I) Project
- Resolution Supporting the Allocation of Additional Surface Transportation Block Grant- Direct Attributable Funds to the Town of Leland for the Village Road Multi-use Path (U5534I) Project
- Town of Leland's Request for Additional Surface Transportation Block Grant- Direct Attributable Funds for the Leland Middle School Sidewalk (U-5534K) Project
- Resolution Supporting the Allocation of Additional Direct Attributable Funds to the Town of Leland for the Leland Middle School Sidewalk (U-5534K) Project
- Resolution Supporting the Endorsement of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2021
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-1

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- Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-1
 - City of Wilmington's Request for Additional Surface Transportation Block Grant- Direct Attributable Funds for the Wilmington Multi-Modal Transportation Center Phase 1B (U-6234) Project
 - Resolution Supporting the Allocation of Additional Direct Attributable Funds to the City of Wilmington for the Wilmington Multi-Modal Transportation Center Phase 1B (U-6234) Project
 - Surface Transportation Block Grant-Direct Attributable and Transportation Alternatives Set Aside-Direct Attributable Memorandum
 - Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-2
 - Wilmington Urban Area MPO Project Update (February)
 - Cape Fear Public Transportation Authority Update (February)
 - NCDOT Division Project Update (February)
 - NCDOT Transportation Planning Division Project Update (February)

MPO Board Remote Meeting Minutes
Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C.
Wednesday, January 27, 2021

Members Present

David Piepmeyer, Pender County
Brenda Bozeman, Town of Leland
Charlie Rivenbark, City of Wilmington
Neil Anderson, City of Wilmington
Deb Hays, Cape Fear Public Transportation Authority
Mike Allen, Town of Belville
LeAnn Pierce, Town of Carolina Beach
John Ellen, Town of Kure Beach
Hank Miller, Town of Wrightsville Beach
Jonathan Barfield, Jr., New Hanover County
Mike Forte, Brunswick County
Eulis Willis, Town of Navassa
Landon Zimmer, NC Board of Transportation

Others Present

Mike Kozlosky, Executive Director, WMPO
Abby Lorenzo, Deputy Director, WMPO
Scott A. James, Transportation Planning Engineer, WMPO
Regina Hopkins, Senior Accountant, WMPO
Anna Cameron, NCDOT
Chad Kimes, NCDOT Division Engineer

1) Call to Order

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

MPO Executive Director Mike Kozlosky acknowledged the remote presence of three new MPO Board members: Deb Hays representing Cape Fear Public Transportation Authority, Jonathan Barfield representing New Hanover County, and Mayor Brenda Bozeman representing the Town of Leland. He also acknowledged Veronica Carter, the designated alternate representative for the Town of Leland.

Mr. Kozlosky took the roll call pursuant to Section 4.31 of S.L. 2020-3, SB 704. A quorum was present as follows:

Present: David Piepmeyer, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte and Eulis Willis. **Absent:** Neil Anderson and Landon Zimmer.

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 no members requested to be excused from this meeting.

4) **Approval of the Agenda**

Mr. Rivenbark made a motion to approve the meeting agenda as presented. Mr. Ellen seconded the motion and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte and Eulis Willis. **Nays:** None.

Absent: Neil Anderson and Landon Zimmer.

5) **Election of Officers**

Mr. Kozlosky stated that currently the Chairman is David Piepmeyer, and the Vice Chair is Pat Batleman, who has resigned her position. He noted that the MPO elects a Chairman and Vice Chairman annually. He requested nominations.

Mr. Forte nominated Mr. Piepmeyer to continue as Chairman. Mr. Miller seconded the motion. There being no other nominations, the nomination of Mr. Piepmeyer as Chairman carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte, Eulis Willis and Landon Zimmer.

Nays: None. **Absent:** Neil Anderson.

Chairman Piepmeyer expressed appreciation and requested nominations for Vice Chairman.

Ms. Bozeman nominated Mr. Miller. Mr. Rivenbark seconded the motion. There being no other nominations, the nomination of Mr. Miller as Vice Chairman carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Brenda Bozeman, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte, Eulis Willis and Landon Zimmer.

Nays: None. **Absent:** Neil Anderson.

Chairman Piepmeyer expressed congratulations to Mr. Miller.

6) **Public Comment Period**

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

7) **Presentations**

a. **NC FIRST Commission Update and Recommendations- Amna Cameron, NCDOT**

Mr. Kozlosky reminded the MPO Board that at its last meeting was some discussion regarding alternative transportation funding sources. He recognized Ms. Amna Cameron to give an overview of recommendations from the NC FIRST Commission.

Ms. Amna Cameron, Deputy Director of Strategic Initiatives, NCDOT, and lead staff member of the NC FIRST (Future Investment Resources for Sustainable Transportation) Commission, stated that the commission was formed by former Transportation Secretary Jim Trogdon, met for about 21 months, and issued the final report about three weeks ago.

Ms. Cameron stated that the report shows that DOT is underfunded and that the system is degrading and will have tremendous needs in the future. The report also provides

indisputable proof that the motor fuels tax base is shrinking and will continue to do so. She noted that the commission was formed to discuss modernizing DOT revenues, and formed a local government work group and one dedicated to financing tools. She added that the commission conducted extensive public outreach and surveys, which show that more education is necessary to convince the public that additional revenues are needed, and educate the public regarding the costliness of maintaining a transportation system, and options to do so.

Ms. Cameron stated that some of the major findings deal with the existing status, as follows:

- DOT's budget is almost 4.5% less than it was 10 years ago.
- Federal funding is 4% less
- Maintenance costs have skyrocketed:
 - Interstate – 185%
 - Secondary roads – 35%
- The number of miles traveled has increased
- Degradation:
 - Rural roads are the second most dangerous in the country
 - Of all roads, NC's are ninth worst
 - There is a big gap between primary and secondary degradation (primary roads have degraded 10%)
- The legislature is aware of the gas tax challenges:
 - Fuel efficiency continues to improve. In 15 years, the average fuel efficiency will be three gallons more for the average car. In 10 years, a motorist will pay \$30 less in fuel taxes per year.
 - These challenges will be compounded by electric and hybrid vehicles. The CAFE (Corporate Average Fuel Economy) standards advocated by the new administration will lead to higher fuel efficiency and more electric vehicles.

Ms. Cameron stated that several surveys were conducted. She noted that the eastern region of the state was the only area to list growth as its #1 policy concern. She added that about 12% listed transportation as the primary concern statewide. She said that the commission had only one recommendation for investment options: to establish a good infrastructure rating, which will cost \$20 billion or about \$2 billion a year over the next 10 years to get to "good." More immediate options were as follows:

- The Highway Use Tax (3%) on vehicle purchases – never been raised since implemented in 1989 with the creation of the Highway Trust Fund; lowest in the country, far lower than neighboring states, some of which average three times as much as North Carolina. Raising the rate two percentage points (+2%) would generate nearly \$6 billion.
- Eliminate the net of trade exemption – trade value is deducted from the purchase price of the overall tax amount. Several states in the U.S. do not allow this exemption.
- Short-term leases - revenues currently go to general fund. (The theme of this report is for transportation revenues to return to DOT – roughly \$80 million a year.)

- Sales tax series of recommendations – recognize role of sales tax in the new transportation economy.
 - Mobility to be charged by the service or trip, similar to Uber, instead of by the mile. Half of which could be used to lower the gas tax to be more competitive with neighboring states.
 - Money from transportation businesses such as service stations, auto supply stores or motorcycle dealer currently goes to support the general fund - last year, totaling \$470 million that did not go to transportation.
 - Uber pays a corporate tax if it has a nexus in the state. Most states are adding a tax to gross premiums.
- DMV fees: Based on a comparison of vehicle fees, an increase of \$50 for the hybrid or electric vehicle (EV) fee bringing the total fee to \$109.
- Registration fee for heavy vehicles.
- Additional sales tax for e-commerce given the impact to neighborhood streets.

Long-term options include:

- Miles-based user fee. Two states have permanent programs, but it's still under study. Later this fall, a 400-person pilot will be open for elected officials to review the technology and the difference in payment
- ½-cent sales tax dedicated to transportation purposes (the main option for local government through referendum)
- Broadband expansion to prepare for the technological advancements for connected vehicles to function properly
- The ability to issue more debt
- Chief Innovation Officer appointment, a single point of contact for technological innovations

Ms. Cameron stated that this is an independent commission report, not from DOT, that has been forwarded to the Legislature, which kicked off today. She noted that DOT and the community have much outreach and education to undergo. She added that the state's leading advocacy group, NC Chamber's Destination 2030, has a lot of support behind it. She added that it estimates a person currently pays \$1,300.17 more per year based on inadequate road infrastructure.

Mr. Barfield expressed concerns regarding roads in the unincorporated county. He noted that North Carolina is one of seven states where counties do not maintain roads. Ms. Cameron responded that the report did not look at the distribution of funds. However, county roads are state roads, and the secondary road system is by far more degraded than the primary and interstate system and most in need of funds.

Chairman Piepmeyer noted that Pender County is mostly rural without a major municipality in the county. He questioned the appetite of elected officials for assuming the responsibility. He pointed out that a large portion of North Carolina is still rural.

Ms. Cameron stated that the North Carolina Association of County Commissioners (NCACC) opposes any shift in assuming road responsibility.

Mr. Rivenbark pointed out that five or six years ago, the most traveled or populated areas were taken into cities where roads are maintained. However, the General Assembly took away that option.

Mr. Forte expressed concerns that the report seems to endorse the shift to counties. Ms. Cameron responded the report merely identifies that locals should be given additional authority and financial capabilities to support local roads for upkeep by municipalities.

Mr. Forte commented that the NCACC needs to express its concerns to the state legislature.

Mr. Ellen requested the ability to share today's briefing with his Town Council. Ms. Cameron responded that the report is online at www.ncdot.gov/ncfirst. Mr. Kozlosky stated that he would send the link and accompanying report to MPO Board members. He also noted that included in the legislative agenda that the Board will consider today is opposition to the transfer of road maintenance to the counties, which has been on the Board's agenda for years and will remain on it.

Mr. Anderson commented that lobbyists such as those from Amazon delivery trucks are currently fighting against some of the options. He inquired about support for the report in the General Assembly, which might be unpopular among certain constituents.

Ms. Cameron reiterated that NC FIRST is an independent commission formed by former Secretary Trogdon with the support of both chambers of the legislature. She noted that the NC Chamber's Destination 2030 will be the main lobbying group and that the transportation industry is strong to combat with the auto dealers, Uber lobbyists, and other companies who want to avoid impacts. She commented that everyone likes a strong transportation system and legislators will not oppose transportation unlike some bipartisan issues. She noted that the Republican legislature has been generous to DOT with a \$3 billion bond, the reworking of the gas tax formula to prevent the loss of \$1 billion in 2015, and the increase of DMV fees 30% in the last five years.

Chairman Piepmeyer and Mr. Rivenbark expressed appreciation to Ms. Cameron.

b. Building Renovations at 525 North 4th Street - Scott A. James, WMPO

Mr. Kozlosky stated that 525 North 4 Street is a MPO Direct Attributable-funded project proposed to be the future office space for the MPO.

Transportation Planning Engineer Scott A. James gave a presentation on the building renovations at 525 North 4th Street, also known as the Wilmington Multi-Modal Transportation Center Phase 1B or the Thomas & Co. Grocery building.

He gave an overview of the history of the building, project objectives, and a status update with information provided by the design consultant (HDR).

Mr. James described the building's current state as being vacant, neglected and needing repairs including replacement of several floor joists, restoration of second floor windows,

installation of an exterior fire egress, and removal of the freight entrance. He displayed elevations and layouts with exposed brickwork, a dedicated board room on the first floor, and offices on the second floor with a circulating aisle to take advantage of the natural light from the exterior windows.

Mr. James stated that the preliminary design estimates did not consider several factors revealed during the discovery portion of the design process. He noted that the current construction estimate is more accurate and allows for contingencies such as weather and material costs. He attributed the increase of \$1.45 million to structural elements such as reinforcing steel to support the masonry walls, additional columns to support the second floor, and replacement of the entire first floor. Additionally, building code factors necessitated the addition of a second-floor fire escape and enlarging bathrooms to accommodate the board room occupancy. The current construction estimate totals \$2.73 million.

Chairman Piepmeyer inquired about ADA access. Mr. James responded that although the structure is not large enough to require an elevator, the first floor will be ADA accessible at grade and code compliant.

Mr. James stated that staff is in the process of seeking easements to lower design costs, and reviewing PS&E (Plans, Specifications and Estimates) to shorten the duration of construction to meet a completion goal of early 2022. He noted that the amended project schedule has a timeline with design work that began in September, design schematics delivered in October, construction documents expected next month, and an award for bid and construction expected to begin later this year. With a 10-month construction schedule, building occupation is anticipated by May of 2022.

In response to an inquiry by Mr. Anderson, Mr. James stated that no parking is assigned to the building, only on-street parking is available. He added that the side lot is part of the adjacent transit facility.

Ms. Boseman expressed concerns regarding the lack of ADA accessibility to the second floor of a public building. Mr. James responded that staff inquired about the requirement of an elevator. However, per code, the building is not large enough by square footage or by stories to require an elevator. He noted that all of the spaces will be dimensioned, and reiterated that the first floor is ADA accessible and code compliant.

Mr. Kozlosky stated that this presentation has been given to the MPO Board due to the significant cost increase from the original estimate. He noted that the request will be presented to the City Council on February 2nd for the city to provide an increased local match. He added that a request for \$1.16 million in STBGP-DA funds for the upgrades would be forthcoming to the MPO Board next month.

Chairman Piepmeyer commented that he is not surprised by the increase in cost based on the 150% increase in construction costs last year in addition to the additional damage caused by the hurricane.

Mr. Zimmer recommended waiting for a hard number before requesting additional funds. Based on his professional experience, he anticipated that the cost would increase further.

Mr. Rivenbark inquired about alternative new construction and a façade. Mr. Kozlosky responded that staff would ask the design consultant for an estimate and review STBGP-DA funding eligibility, which might rely on the purpose of historic rehabilitation. He noted that a response would be prepared by staff in time for the upcoming City Council meeting.

In response to an inquiry by Chairman Piepmeyer, Mr. James stated that no review and approval are needed from the State Historic Preservation Office. He clarified that the building is in the National Register and not the local district.

8) Consent Agenda

- a. Approval of Board Meeting Minutes from November 18, 2020 Regular Meeting and December 4, 2020 Special Meeting
- b. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Amendment #20-5
- c. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-7
- d. Opening of the 30-day Public Comment Period for the 2020-2029 STIP/MPO TIP Amendments #21-1
- e. Resolution adopting the 2020 Congestion Management Process Biennial Report

Mr. Barfield made a motion to approve the Consent Agenda, Items 8a through 8e. Vice-Chairman Miller seconded the motion and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Brenda Bozeman, Neil Anderson, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** None.

9) Regular Agenda

- a. Resolution adopting the 2021 Legislative Agenda

Mr. Kozlosky stated that the 2021 Legislative Agenda is similar to last year's and what has been considered by the MPO Board in previous years. He noted that language has been added regarding the Map Act protections sought from the General Assembly, a section regarding transportation funding related to the language adopted by the Board encouraging additional funding sources be sought by the Governor, the Legislature and DOT, and acceleration of the Board's top-five funded priorities and top unfunded priority.

Mr. Barfield made a motion to adopt the 2021 Legislative Agenda. Mr. Ellen seconded the motion, and it carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Brenda Bozeman, Neil Anderson, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** None.

10) Discussion

a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-1

Mr. Kozlosky stated that that this item is for information purposes only and that staff will bring it back for Board consideration at its next meeting.

b. Draft FY22 Budget

MPO Senior Accountant Regina Hopkins gave an overview of the draft FY22 Budget. She stated that as prefaced in the November meeting, staff was faced with many new challenges in preparing next year's budget. She noted that staff worked through several scenarios to meet the challenges as well as provide the best service to MPO members and keep the local cost to a minimum. Staff recommends the following:

1. Transportation Demand Management (TDM) Program
 - Change funding source from TDM grant to Direct Attributable (reduces members' match from 50% to 20%);
 - Decrease TDM operating budget from \$123,000 to \$100,000
 - Overall impact: Reduces members' contribution from \$61,800 to \$20,000
2. New facility operating costs at 525 N. 4th St. (six months, approximately \$18,000+ including general expenses such as electricity, water, internet service, security, etc.)
3. Full-time admin position to support daily operations at the new location (six months of salary and benefits)
4. MPO operations: 3% cost of living increase and adjustments to workers' compensation, staff general liability insurance, and fleet/fuel operating expenses
5. Special studies (Additional \$90,000)
 - i. Navassa Street Collector Study
 - ii. North Brunswick County Transit Study
 - iii. Kure Beach Bike-Pedestrian Plan

Ms. Hopkins stated that the FY21 existing budget for special studies is \$110,000. She noted that an increase of \$90,000 would go toward the total anticipated consulting cost of \$200,000 for the three studies that were identified in the winter of 2020.

6. Indirect costs

Ms. Hopkins stated that to date the City of Wilmington has not charged the MPO for services that it has provided such as IT services, HR support, City Manager assistance, etc. She noted that starting in FY22 the city decided to recoup some of these expenses by charging the MPO for indirect costs. She added that the current estimate is \$50,000.

7. Conclusion

Ms. Hopkins stated that overall, the enhancements total a little more than \$335,000. However, when the savings from the TDM program are considered, the total is \$211,870. She noted that \$206,000 of it is the DOT portion, and \$5,281 is the local share or the total increase for FY22.

Chairman Piepmeyer expressed appreciation to Ms. Hopkins.

c. 2021-2025 MPO Strategic Business Plan

Mr. Kozlosky stated that included in the current Fiscal Year 2021 Unified Plan Work Program is \$10,000 for the development of a strategic business plan update. The current plan expires in 2021. He added that Fountainworks LLC provided a scope of services proposing two virtual strategic planning sessions with the MPO Board, during which the Board would discuss priorities and organizational efficiencies, as well as a survey to be distributed to the MPO Board and TCC members. Staff proposes to add this work to upcoming Board meeting agendas. If the Board supports this effort, the MPO will contract with Fountainworks LLC.

Chairman Piepmeyer stated that this does not have to be completed until June. He expressed support for adding the work to existing agendas. He commented that although staff has worked previously with this Raleigh-based vendor, and he recommends that staff consider local vendors wherever possible in the future.

11) Announcements

a. MPO DA Funded Call for Projects – Due February 5, 2021

Mr. Kozlosky stated that the Surface Transportation Block Grant-Direct Attributable (STBGP-DA) and Transportation Alternatives Set Aside-Direct Attributable (TASA-DA) call for projects is open through February 5th. He noted that staff is working with several jurisdictions that have made inquiries, and will bring a list of projects to the Board's February meeting.

b. Bike/Pedestrian Committee Meeting – February 9, 2021

c. Go Coast TDM Committee Meeting – February 18, 2021

12) Updates

a. Wilmington Urban Area MPO

b. Cape Fear Public Transportation Authority

c. NCDOT Division

Mr. Kimes gave a brief update. He noted that this time last year, NCDOT's cash balance was about \$300 million and poised to dip below the cash floor. Today, the cash balance is in a much better position at about \$1.1 billion. He noted that NCDOT has been reactivating various programs slowly to observe the impacts. However, as of today, preliminary engineering for all Central let projects through 2025 and Division let projects through 2023 have been greenlighted. He added that the Hampstead Bypass (3300B, the northern section) is a go, and the Department is acquiring right-of-way and expects to let the project 12 months from now, which is significant for the region. Outside the MPO boundaries but important to Brunswick County, NC-211 from I-87 in Southport to Midway Road has recently advanced, and will let this November and will be letting in 10 months.

Mr. Kimes reported that NCDOT has also activated spot safety, contingency, and Locally Administered Projects (LAP) for all the municipalities, as well as some of its mobility projects. To show that NCDOT is adjusting the State Transportation Improvement Plan (STIP), resurfacing across the Division was \$30 million about a year ago, and today it's \$55 million, which will become apparent this summer and through the winter. He added that the Division's Roadside Unit was recently given an additional \$2.4 million this week to be spent by July 1st. Roadside crews' first task will be roadside litter, followed by mowing behind the ditch to preserve the roadways.

Mr. Kimes stated that where the Military Cutoff Extension Project ties into I-140 or US-17 and where Hampstead Bypass will take off on the A Section, the Division has been given a \$20 million go-ahead to build the fill sections. So, although the structures and pavement are not there yet, the dirt will be there and the project will proceed with less impact to the traveling public. He commented that Division 3 is moving ahead in a positive direction, although some important projects have fallen to the back end of the 10-year STIP program.

Chairman Piepmeyer and Mr. Rivenbark expressed appreciation to Mr. Kimes.

Mr. Anderson inquired about emergency areas. Mr. Kimes stated that for intersections with many accidents, such as at Lanvale Road, DOT is pursuing traffic signals. He noted that there are others, but didn't have the list with him. He added that the widening of the on ramp north of Porters Neck Road was not funded in Prioritization 5.0 (P5.0) and NCDOT is still seeking funding as a submittal in P6.0.

In response to an inquiry by Chairman Piepmeyer, Mr. Kimes stated that NCDOT was able to accelerate Gordon Road in the STIP, the firm has been assigned, and surveying is about to begin. He added that it's scheduled for right-of-way in 2023 and construction in 2025.

Mr. Barfield expressed concerns regarding the impact to new home developments on Gordon Road. Mr. Kimes said the project would only make the access safer between I-40 and Market Street. He noted that DOT is requiring turn lanes with each new development.

Vice-Chairman Miller inquired about Eastwood Road and Military Cutoff Road. Mr. Kimes commented that DOT is back on track and acquiring right-of-way for the Drysdale Drive Extension (U-5710-A). He noted that it will be let and constructed a year from now. He added that the interchange (U-5710) project is two years after that.

In response to an inquiry by Chairman Piepmeyer regarding College and Oleander, Mr. Kimes said that College Road is a huge priority for DOT and needs to be reviewed for the best ways to let construction to avoid it happening simultaneously. He anticipated that some of the higher priority projects can be moved back up into the schedule sometime this year if the budget continues to improve.

Mr. Barfield noted that he has received calls about crossing 16th Street between Dock Street and Castle Street or Ann Street. Mr. Kozlosky stated that staff has received a similar concern via e-mail that will be forwarded to the Board.

Mr. Rivenbark pointed out that a HAWK crossing is planned. Mr. Kozlosky added that a HAWK signal at 21st Street and Market Street is funded through the MPO's Direct Attributable program. He added that the Department has released the Locally Administered Projects and the city has contracted with Davenport for the design.

Mr. Rivenbark added that the HAWK is located near the National Cemetery and a coffee shop. Vice-Chairman Miller expressed concerns regarding the learning curve of motorists.

d. NCDOT Transportation Planning Division

13) Adjournment

Next MPO Board meeting – February 24, 2021

Mr. Kozlosky stated that the Wilmington Convention Center has been booked for MPO Board meetings through April.

Mr. Rivenbark expressed appreciation to Chairman Piepmeyer and the Vice-Chairman Miller.

With no further business to discuss, Mr. Ellen made a motion to adjourn the meeting, seconded by Ms. Pierce. The motion carried unanimously by roll call as follows:

Ayes: David Piepmeyer, Brenda Bozeman, Neil Anderson, Charlie Rivenbark, Deb Hays, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Jonathan Barfield, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** None.

The meeting was adjourned at 4:30 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.



Unified Planning Work Program

Fiscal Year 2022

DRAFT
February 5, 2022

**FY 2022 UNIFIED PLANNING WORK PROGRAM
for the
WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

TABLE OF CONTENTS

<u>Subject</u>	<u>Page</u>
Table of Contents	2
Introduction	3
Narrative of Section 104(f) Work Tasks to be Performed in FY 22	4
Tables of UPWP FTA Section 5303 Work Tasks to be Performed in FY 22	8
Planning Work Program Funding Sources FY 22	16
Anticipated DBE Contracting Opportunities for FY 22	17
Resolution of Approval	18
MPO Certification	19

Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area conducts a “cooperative, comprehensive, and continuing....” transportation planning process. This Planning Work Program (PWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO transportation planning process during fiscal year 2022. Depending on the specific funding source, tasks funded through the PWP are eligible for reimbursement of 80-90% of their cost from the Federal Highway Administration and Federal Transit Administration through the North Carolina Department of Transportation.

The PWP for the Wilmington Urban Area identifies five separate funding sources for Urban Area transportation planning. A brief description of these funding sources follows:

- Statewide Planning and Research Programs (SPR) - These funds are used by NCDOT to conduct work for the Wilmington Urban Area MPO.
- Federal Highway Administration Section 104(f) Funds - These funds are dedicated to the urban area to perform transportation planning. They require a 20% local match.
- Federal Transit Administration Section 5303 Funds - These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.
- Surface Transportation Program-Direct Attributable Funds - These funds are dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. They require a 20% local match.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO in direct proportion to population as defined in the Wilmington Urban Area MPO Memorandum of Understanding.

Narrative of PWP Section 104(f) Work Tasks to be Performed in FY 22

(Primary work to be performed by lead planning agency staff except where noted.)

Line Item Codes:

II-A1 Traffic Volume Counts- Wilmington MPO staff maintains an ongoing traffic counting program. An annual summary of the urban area traffic counts and accident data will be prepared and uploaded to the WMPO website.

II-A2 Vehicle Miles of Travel- Establish VMT as measure of effectiveness of transportation system. Measure the VMT with the new travel demand model.

II-A3 Street System Changes- No tasks foreseen.

II-A4 Traffic Accidents-Currently MPO staff conducts an ongoing effort to summarize traffic accident data for specific projects. MPO staff also utilizes accident data for specific inquiries.

II-A5 Transit System Data- Update of transit system database as needed.

II-A6 Dwelling Unit, Population, Employment Changes- Will measure land use changes by Transportation Analysis Zone between 2010 Census and travel demand model base year. Staff will provide capacity analysis for proposed developments within the Wilmington Urban Area MPO's planning area boundary.

II-A7 Air Travel- No tasks foreseen.

II-A8 Vehicle Occupancy Rate Counts- No tasks foreseen.

II-A9 Travel Time Studies- Conduct key travel time studies for travel demand model and development of the Long Range Transportation Plan.

II-A10 Mapping - No tasks foreseen.

II-A11 Central Area Parking Inventory- No tasks foreseen.

II-A12 Bicycle and Pedestrian Facilities Inventory- Update the Bike Ped potential project database.

II-B1 Collection of Base Year Data- No tasks foreseen.

II-B2 Collection of Network Data- No tasks foreseen.

II-B3 Travel Model Updates- In concert with the North Carolina Department of Transportation, MPO staff will assist in the development of the 2050 travel demand model.

II-B4 Travel Surveys- No tasks foreseen.

II-B5 Forecast of Data to Horizon Year-No tasks foreseen.

II-B6 Community Goals and Objectives- Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from the FAST ACT.

II-B7 Forecast of Future Year Travel Patterns- No tasks foreseen.

II-B-8 Capacity Deficiency Analysis- Identify areas of deficient capacity through use of travel demand model for further analysis as potential metropolitan transportation improvement projects.

II-B9 Highway Element of Metropolitan Transportation Plan (MTP)- Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of process and recommendations in the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B10 Transit Element of Metropolitan Transportation Plan- Identify public transportation deficiencies, priorities, and proposed transit improvement solutions for inclusion in the update of the MTP. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B11 Bicycle and Pedestrian Element of the Metropolitan Transportation Plan- Identify bicycle deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. Provide documentation of the process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B12 Airport/Air Travel Element of the Metropolitan Transportation Plan - Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B13 Collector Street Element of Metropolitan Transportation Plan- Develop regionally acceptable collector street policies and program recommendations for inclusion in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B14 Rail, Waterway and Other Elements of Metropolitan Transportation Plan - Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

II-B15 Freight Movement/Mobility Planning- Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B16 Financial Planning- Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the update of the MTP. Implementation of the Performance Measures from the FAST ACT.

II-B17 Congestion Management Strategies- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the Congestion Management Process. Document process and solutions in the update of the MTP and CMP reports. Implementation of the Performance Measures from the FAST ACT.

II-B-18 Air Quality Planning/ Conformity Analysis- No tasks foreseen.

III-A Planning Work Program- Evaluation of FY 2022 PWP and development of FY 2023 PWP.

III-B Transportation Improvement Program- Review and amend the 2020-2029 Transportation Improvement Program on an as needed basis. Assist in the development of the 2023-2032 Transportation Improvement Program.

III-C1 Title VI Compliance-Work to ensure compliance with the requirements of Title VI in urban area policies and practices.

III-C2 Environmental Justice- Analysis and outreach to ensure that transportation plans and projects comply with Environmental Justice policies.

III-C3 MBE Planning- Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C4 Planning for the Elderly and Disabled- Ensure the special needs of the elderly and disabled are addressed in all transportation planning projects.

III-C5 Safety/Drug Control Planning- No tasks foreseen.

III-C6 Public Involvement- Extensive Public Participation effort will be carried out to solicit input and gauge public input for planning studies the within the Wilmington Urban Area MPO's planning area boundary.

III-C7 Private Sector Participation- Activities to encourage private sector participation in planning and project activities.

III-D1 Transportation Enhancement Planning- No tasks foreseen.

II-D2 Environmental and Pre-TIP Planning- Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

III-D3 Special Studies- Time utilized by Planning Staff to manage five STBGP-DA funded Special Studies performed by staff and contracted consultants. Special Studies conducted by staff include the TDM program and the Pender County Roadway Safety Audit.

Consultants will be contracted to assist in the Navassa Collector Street Study, N. Brunswick County Transit Study, and Kure Beach Bike Plan.

III-D4 Statewide and Regional Planning- Coordination of urban area activities with statewide and regional initiatives.

III-E Management and Operations- Required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-A-5
Title	Transit System Data
Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2022
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	1,200
Section 5303 NCDOT 10%	1,200
Section 5303 FTA 80%	9,600
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-6
Title	Community Goals & Objectives
Task Objective	Interpret and communicate with members of the Authority and WMPO TCC and TAC adopted planning documents defining community goals and objectives
Tangible Product Expected	Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region
Expected Completion Date of Products	June 2022
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-10
Title	Transit Element of the LRTP
Task Objective	Provide input to CAC, TCC and TAC regarding long range transit plans for the region
Tangible Product Expected	Informed decisions regarding long range public transportation plans leading to a realistic planning document for the region
Expected Completion Date of Products	June 2022
Previous Work	Provided input and educated decision makers regarding the federal and state public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	400
Section 5303 NCDOT 10%	400
Section 5303 FTA 80%	3,200
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	II-B-16
Title	Financial Planning
Task Objective	Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2022
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-1
Title	Title VI
Task Objective	Interpret and prepare Title VI documents and monitor Title VI efforts to ensure compliance with FTA approved Title VI program
Tangible Product Expected	Compliance with the Title VI circular and adopted Title VI program
Expected Completion Date of Products	June 2022
Previous Work	Title VI program development and compliance efforts
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-3
Title	Minority Business Enterprise
Task Objective	Implement and monitor the MBE program to be compliant with adopted MBE program, update MBE goals as required, and undertake MBE outreach
Tangible Product Expected	MBE participation that is equal to or greater than the adopted and approved MBE goal
Expected Completion Date of Products	June 2022
Previous Work	MBE program oversight
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community
Expected Completion Date of Products	June 2022
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	800
Section 5303 NCDOT 10%	800
Section 5303 FTA 80%	6,400
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	442100 - Program Support Administration
Task Code	III-E
Title	Management & Operations
Task Objective	MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the TAC/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2022
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (Wave Transit)
Responsible Agency	CFPTA
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	4,137
Section 5303 NCDOT 10%	4,135
Section 5303 FTA 80%	33,085
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

Wilmington Urban Area Metropolitan Planning Organization
FY2022 Unified Planning Work Program
Draft 02/01/21

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL			STBGP-DA			SECTION 5303				TASK FUNDING SUMMARY			
		Highway / Transit			Highway / Transit			Transit / Highway							
		WBS #:			WBS #:			WBS #:							
		LOCAL 20%	FHWA 80%	Total 100%	LOCAL 20%	FHWA 80%	Total 100%	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%	LOCAL	NCDOT	FEDERAL	TOTAL
II-A	SURVEILLANCE OF CHANGE														
II-A-1	Traffic Volume Counts	13,000	52,000	65,000	-	-	-	-	-	-	-	13,000	-	52,000	65,000
II-A-2	Vehicle Miles of Travel	50	200	250	-	-	-	-	-	-	-	50	-	200	250
II-A-3	Street Systems Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-4	Traffic Accidents	50	200	250	-	-	-	-	-	-	-	50	-	200	250
II-A-5	Transit System Data	100	400	500	600	2,400	3,000	1,200	1,200	9,600	12,000	1,900	1,200	12,400	15,500
II-A-6	Dwelling Unit, Pop. & Emp. Change	800	3,200	4,000	-	-	-	-	-	-	-	800	-	3,200	4,000
II-A-7	Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-8	Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-9	Travel Time Studies	50	200	250	-	-	-	-	-	-	-	50	-	200	250
II-A-10	Mapping	-	-	-	15,600	62,400	78,000	-	-	-	-	15,600	-	62,400	78,000
II-A-11	Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-A-12	Bike & Ped. Facilities Inventory	600	2,400	3,000	-	-	-	-	-	-	-	600	-	2,400	3,000
II-B	LONG RANGE TRANSPORTATION PLANNING														
II-B-1	Collection of Base Year Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-2	Collection of Network Data	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-3	Travel Model Updates	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	8,000	10,000
II-B-4	Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-5	Forecast of Data to Horizon year	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-6	Community Goals & Objectives	2,000	8,000	10,000	-	-	-	400	400	3,200	4,000	2,400	400	11,200	14,000
II-B-7	Forecast of Future Travel Patterns	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-8	Capacity Deficiency Analysis	200	800	1,000	-	-	-	-	-	-	-	200	-	800	1,000
II-B-9	Highway Element of the L RTP	4,800	19,200	24,000	-	-	-	-	-	-	-	4,800	-	19,200	24,000
II-B-10	Transit Element of the L RTP	400	1,600	2,000	-	-	-	400	400	3,200	4,000	800	400	4,800	6,000
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000	20,000	-	-	-	-	-	-	-	4,000	-	16,000	20,000
II-B-12	Airport/Air Travel Element of the L RTP	1,000	4,000	5,000	-	-	-	-	-	-	-	1,000	-	4,000	5,000
II-B-13	Collector Street Element of L RTP	400	1,600	2,000	-	-	-	-	-	-	-	400	-	1,600	2,000
II-B-14	Rail, Water or other mode of L RTP	500	2,000	2,500	-	-	-	-	-	-	-	500	-	2,000	2,500
II-B-15	Freight Movement/Mobility Planning	600	2,400	3,000	-	-	-	-	-	-	-	600	-	2,400	3,000
II-B-16	Financial Planning	400	1,600	2,000	-	-	-	800	800	6,400	8,000	1,200	800	8,000	10,000
II-B-17	Congestion Management Strategies	-	-	-	-	-	-	-	-	-	-	-	-	-	-
II-B-18	Air Qual. Planning/Conformity Anal.	3,000	12,000	15,000	-	-	-	-	-	-	-	3,000	-	12,000	15,000
III-A	PLANNING WORK PROGRAM														
III-A		224	896	1,120	-	-	-	-	-	-	-	224	-	896	1,120
III-B	TRANSPORTATION IMPROVEMENT PROGRAM														
III-B		600	2,400	3,000	-	-	-	-	-	-	-	600	-	2,400	3,000
III-C	CVL RGTS, CMP, /OTR, REG, REQ.														
III-C-1	Title VI	100	400	500	-	-	-	800	800	6,400	8,000	900	800	6,800	8,500
III-C-2	Environmental Justice	400	1,600	2,000	-	-	-	-	-	-	-	400	-	1,600	2,000
III-C-3	Minority Business Enterprise	100	400	500	-	-	-	800	800	6,400	8,000	900	800	6,800	8,500
III-C-4	Planning for the Elderly & Disabled	50	200	250	-	-	-	-	-	-	-	50	-	200	250
III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-C-6	Public Involvement	1,000	4,000	5,000	-	-	-	800	800	6,400	8,000	1,800	800	10,400	13,000
III-C-7	Private Sector Participation	250	1,000	1,250	-	-	-	-	-	-	-	250	-	1,000	1,250
III-D	INCIDENTAL PLNG./PROJECT DEV.														
III-D-1	Transportation Enhancement Plng.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400	500	-	-	-	-	-	-	-	100	-	400	500
III-D-3	Special Studies: Staff Time - Planning	2,000	8,000	10,000	-	-	-	-	-	-	-	2,000	-	8,000	10,000
III-D-3	Special Studies: Staff Time - TDM	-	-	-	14,490	57,960	72,450	-	-	-	-	14,490	-	57,960	72,450
III-D-3	Special Studies: Staff Time - Pender County Roadway Safety Audit	-	-	-	4,000	16,000	20,000	-	-	-	-	4,000	-	16,000	20,000
III-D-3	Special Studies: Consultant - Navassa Collector St.	-	-	-	15,000	60,000	75,000	-	-	-	-	15,000	-	60,000	75,000
III-D-3	Special Studies: Consultant - N Brunswick County Transit Study	-	-	-	20,000	80,000	100,000	-	-	-	-	20,000	-	80,000	100,000
III-D-3	Special Studies: Consultant - Kure Beach Bike Plan	-	-	-	5,000	20,000	25,000	-	-	-	-	5,000	-	20,000	25,000
III-D-4	Regional or Statewide Planning	1,000	4,000	5,000	-	-	-	-	-	-	-	1,000	-	4,000	5,000
III-E	MANAGEMENT & OPERATIONS														
III-E		53,027	212,106	265,133	93,773	375,091	468,864	4,137	4,135	33,085	41,357	150,936	4,135	620,283	775,354
TOTALS		\$92,801	\$371,202	\$464,003	\$168,462	\$673,852	\$842,314	\$9,337	\$9,335	\$74,685	\$93,357	\$270,600	\$9,335	\$1,119,739	\$1,399,674

Anticipated DBE Contracting Opportunities for FY 2022

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky Telephone Number: 910-342-2781

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies: Navassa Collector St.	City of Wilmington	Consultant	\$60,000	\$75,000
III-D-3	Special Studies: N Brunswick County Transit Study	City of Wilmington	Consultant	\$80,000	\$100,000
III-D-3	Special Studies: Kure Beach Bike Plan	City of Wilmington	Consultant	\$20,000	\$25,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FY 2022 UNIFIED PLANNING WORK PROGRAM
FOR THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION**

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, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area; and

WHEREAS, the City of Wilmington has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program (Section 5303) funds and Federal Highway Administration Metropolitan Planning (Section 104(f)) funds; and

WHEREAS, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2021-2022.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby endorses the FY 2021-2022 Planning Work Program for the Wilmington Urban Area.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 31, 2021.

I, David Piepmeyer, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 31st day of March, 2021.

David Piepmeyer, Chair

Subscribed and sworn to me this the ____ day of _____, 2021.

Notary Public

My commission expires_____

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION CERTIFYING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION’S TRANSPORTATION PLANNING PROCESS**

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 in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

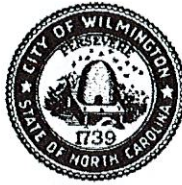
WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Metropolitan Transportation Plan.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby certifies the transportation planning process for the Wilmington Metropolitan Planning Organization on this the 31st day of March, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Resolution



City Council
City of Wilmington
North Carolina

Introduced By: Sterling B. Cheatham, City Manager

Date: 1/19/2021

Resolution Authorizing the City Manager to Pursue Additional Funding and Committing Additional Matching Funds for the City of Wilmington's South College Road (NC 132) at Holly Tree Road Pedestrian Improvements Project (U-5534Q)

LEGISLATIVE INTENT/PURPOSE:

The City of Wilmington was awarded federal funds from the Surface Transportation Direct Attributable (STP-DA) program, now the Surface Transportation Block Grant Program Direct Attributable (STBGP-DA) program, for the design, right-of-way, permitting, and construction of the South College Road (NC 132) at Holly Tree Road Pedestrian Improvements project (U-5534Q).

The City of Wilmington entered into an agreement with the North Carolina Department of Transportation (NCDOT) to receive federal funding from the STP-DA program in the amount of \$226,481 for the design, right-of-way, permitting, and construction of the U-5534Q project with the City committing to a matching amount of \$56,620 to pay for the \$283,101 estimated project cost of the U-5534Q project.

The current estimated total project implementation cost based on 25% design plans is \$550,551. An additional \$267,450 in funding is required to move forward with the design plans, right-of-way acquisitions, bid, award, and construction of the project. The additional funding is primarily associated with the original estimate being based on an early high level, conceptual layout rather than an engineered design, as well as increases in construction costs over time. Approval of the resolution will allow the City of Wilmington to pursue an additional \$213,960 in STBGP-DA program funding in conjunction with a \$53,490 City match from the Pedestrian / Bike Improvements project to provide sufficient funds to move the project forward.

THEREFORE, BE IT RESOLVED:

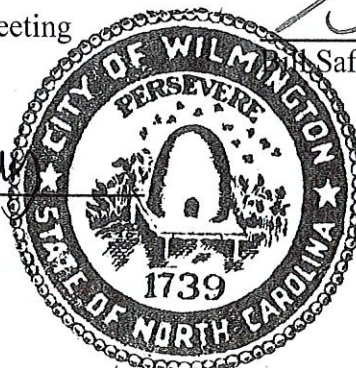
THAT, the Wilmington City Council authorizes the City Manager to pursue an additional \$213,960 in STBGP-DA program funding and authorizes an additional \$53,490 in City matching funds for the design and construction of the U-5534Q project.

Adopted at a regular meeting
on January 19, 2021

Bill Saffo
Saffo, Mayor

ATTEST:

Penelope Spicer-Sidbury
Penelope Spicer-Sidbury, City Clerk



C5-2

CERTIFIED TO BE A TRUE COPY
Penelope Spicer-Sidbury
CITY CLERK

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE FUNDS
TO THE CITY OF WILMINGTON FOR SOUTH COLLEGE ROAD/HOLLY TREE ROAD PEDESTRIAN
CROSSING (U-5534Q)**

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

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2014 STP-DA funds to the South College Road/Holly Tree Road pedestrian crossing; and

WHEREAS, the City of Wilmington entered into an agreement in 2015 with the North Carolina Department of Transportation to receive federal funding from the STP-DA program in the amount of \$226,481 and to provide the City's local match in the amount of \$56,620 for a total project cost of \$283,101; and

WHEREAS, the current construction estimate based on the 25% design is in the amount of \$550,551; and

WHEREAS, additional funding in the amount of \$267,450 is required to move forward with the design, right of way acquisition, and construction of the project; and

WHEREAS, on January 19, 2021 the Wilmington City Council authorized the City Manager to pursue additional STBGP-DA funding in the amount of \$213,960 and authorized the City of Wilmington to commit an additional \$53,490 toward the College Road/Holly Tree Pedestrian Crossing project.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$213,960 to the City of Wilmington for the South College Road/Holly Tree Road Pedestrian Crossing project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 24, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



Resolution R21-001

Introduced By: Gary Vidmar

Date: January 21, 2021

Resolution Authorizing the Town of Leland to Contribute Additional Match Funds for the Town of Leland's FY2014 Surface Transportation Block Grant Direct Attributable Project U-5534I which is the Village Road Multi-use Path

WHEREAS, in 2014 the Town of Leland was awarded federal funds from the Surface Transportation Direct Attributable ("STP-DA") program for the design, permitting, and construction of the U-5534I Village Road Multi-Use Path project ("Project"); and

WHEREAS, the Town of Leland entered into an agreement with the North Carolina Department of Transportation ("NCDOT") on March 13, 2014 to receive federal funding from the STP-DA program in the amount of \$97,914 for the design, permitting, and construction of the Project with the Town committing to a 30% match amount of \$41,963 to pay for the \$139,877 total estimated cost of the Project; and

WHEREAS, the Town of Leland executed an initial supplemental agreement with NCDOT dated October 26, 2016 to extend the Project completion date to July 1, 2019; and

WHEREAS, the Town of Leland executed a second supplemental agreement with NCDOT dated January 28, 2019 to extend the Project completion date to July 1, 2020; and

WHEREAS, the Town of Leland executed a third supplemental agreement with NCDOT dated December 10, 2019 to extend the Project completion date to June 30, 2021 and to increase the total estimated cost of the Project to \$159,270, with the Town committing to a 30% match amount of \$47,781; and

WHEREAS, due to additional costs associated with labor and material and design changes that have been made to the Project, the total estimated project cost has increased to \$254,842; and

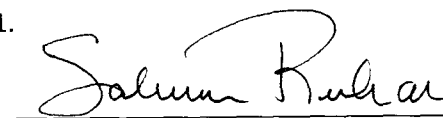
WHEREAS, the Town of Leland, pursuant to the third supplemental agreement with NCDOT, is obligated to increase its match amount from \$47,781 to \$76,453, which is thirty percent (30%) of the aforementioned revised total estimated Project cost.

Therefore, Be It Resolved:

That the Town of Leland agrees to provide a thirty percent (30%) match of the total estimated funds needed for the design and construction of the Project in the amount of \$76,453.

Adopted by Town Council on this 21st day of January, 2021.


Brenda Bozeman, Mayor


Sabrena Reinhardt, Town Clerk



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE
FUNDS TO THE TOWN OF LELAND FOR THE VILLAGE ROAD MULTI-USE PATH PROJECT (U-
5534I)**

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

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2013 STP-DA funds to the Village Road Multi-use path for a project that constructs a multi-use path from a point located near and behind the Leland public library, out to and along Village Road westward to a point at the western edge of the church owned property prior to the bridge over Sturgeon Creek in Leland; and

WHEREAS, the Town executed the original agreement with the North Carolina Department of Transportation (NCDOT) in March 2014 for federal funding in the amount of \$97,914 and committed a 30% local match in the amount of \$41,963; and

WHEREAS, the Town entered into two (2) supplemental agreements to extend the project completion date; and

WHEREAS, the MPO Board approved an additional allocation of STBGP-DA funds to the Town of Leland on November 20, 2019 in the amount of \$13,575; and

WHEREAS, the Town executed a third supplemental agreement with NCDOT in December 2019 to extend the completion date and increase the total amount of federal funding to \$111,489 with the Town contributing total amount of \$47,781; and

WHEREAS, after the Supplemental Agreement No. 3 was signed, additional design changes along with labor and material cost increases have resulted in the Town requesting additional funds; and

WHEREAS, the Town of Leland has requested an additional \$66,900 in Direct Attributable funds from the Wilmington Urban Area Metropolitan Planning Organization and has confirmed their willingness to provide an additional \$28,672 to this project.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$66,900 to the Town of Leland for the Village Road Multi-use path project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 24, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



Resolution R21-002

Introduced By: Gary Vidmar

Date: January 21, 2021

Resolution Authorizing the Town of Leland to Contribute Additional Match Funds for the Town of Leland's FY2014 Surface Transportation Block Grant Direct Attributable Project U-5534K which is the Leland Middle School Sidewalk Project

WHEREAS, in 2014 the Town of Leland was awarded federal funds from the Surface Transportation Direct Attributable ("STP-DA") program for the design, permitting, and construction of the U-5534K Leland Middle School sidewalk project ("Project"); and

WHEREAS, the Town of Leland entered into an agreement with the North Carolina Department of Transportation ("NCDOT") dated March 13, 2014 to receive federal funding from the STP-DA program in the amount of \$222,932 for the design, permitting, and construction of the Project with the Town committing to a 20% match amount of \$55,733 to pay for the \$278,665 total estimated cost of the Project; and

WHEREAS, the Town of Leland executed an initial supplemental agreement with NCDOT dated October 26, 2016 to extend the Project completion date to July 1, 2019; and

WHEREAS, the Town of Leland executed a second supplemental agreement with NCDOT dated January 28, 2019 to extend the Project completion date to July 1, 2020; and

WHEREAS, the Town of Leland executed a third supplemental agreement with NCDOT dated December 10, 2019 to extend the Project completion date to June 30, 2021; and

WHEREAS, due to costs associated with the increased cost of labor and material and changes that have been made to the Project, the total estimated Project cost has increased to \$327,788; and

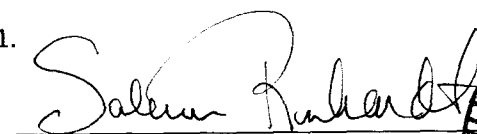
WHEREAS, the Town of Leland, pursuant to the third supplemental agreement with NCDOT, is obligated to increase its matching amount from \$55,733 to \$65,558, which is twenty percent (20%) of the aforementioned revised total estimated Project cost.

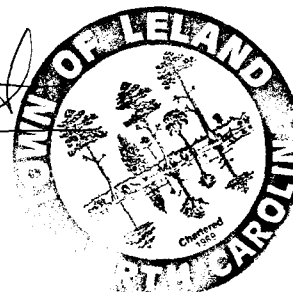
Therefore, Be It Resolved:

That the Town of Leland agrees to provide a twenty percent (20%) match of the total estimated funds needed for the design and construction of the Project in the amount of \$65,558.

Adopted by Town Council on this 21st day of January, 2021.


Brenda Bozeman, Mayor


Sabrena Reinhardt, Town Clerk



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE FUNDS
TO THE TOWN OF LELAND FOR THE LELAND MIDDLE SCHOOL SIDEWALK PROJECT (U-5534K)**

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

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2013 STP-DA funds to the Leland Middle School Sidewalk project to construct sidewalks from Ricefield Branch Road to the US Highway 74/76 overpass after Glendale Drive with connections to Leland Middle School; and

WHEREAS, the Town executed the original agreement with the North Carolina Department of Transportation (NCDOT) in March 2014 for federal funding in the amount of \$222,932 and committed a 20% local match in the amount of \$55,733; and

WHEREAS, the Town entered into three (3) supplemental agreements to extend the project completion date; and

WHEREAS, due to the increased cost of labor and materials along with changes to the project, the total project cost has increased to \$327,788; and

WHEREAS, the Town of Leland has requested an additional Direct Attributable funding in the amount of \$39,298 from the Wilmington Urban Area Metropolitan Planning Organization and has confirmed the Town of Leland's willingness to provide an additional \$9,825 to this project.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$39,298 to the Town of Leland for the Leland Middle School Sidewalk project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 24, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ENDORSEMENT OF TARGETS FOR SAFETY
PERFORMANCE MEASURES ESTABLISHED BY THE NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION FOR 2021**

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

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

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31st; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries; and

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group; and

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31st, of each year; and

WHEREAS the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

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

1. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 4.20 percent each year from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.
2. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 4.35 percent each year from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.
3. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 3.24 percent each year from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.

4. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 3.35 percent each year from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.
5. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 3.65 percent each year from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 24, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

HB-9999A DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM INSPECTIONS. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T)	
				\$70,200,000		
HB-9999A REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM INSPECTIONS. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T) \$7,800,000 (T)	
				\$70,200,000		
HB-9999A SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM INSPECTIONS. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T) \$10,400,000 (T)	
				\$93,600,000		

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

HB-9999B DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM STRUCTURE INVENTORY AND APPRAISAL. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$600,000 (T) \$600,000 (T) \$600,000 (T) \$600,000 (T) \$600,000 (T) \$600,000 (T) \$600,000 (T) \$600,000 (T) \$600,000 (T)
					\$5,400,000
HB-9999C DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM ANALYSIS. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T)
					\$7,020,000
HB-9999C REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM ANALYSIS. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T) \$780,000 (T)
					\$7,020,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP/MPO TIP Modification #21-1
(January 2021)**

HB-9999C SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS LOCATIONS, BRIDGE INSPECTION PROGRAM ANALYSIS. <u>PROJECT BREAK ADDED AT REQUEST OF STRUCTURES MANAGEMENT.</u>	IMPLEMENTATIO	FY 2021 - FY 2022 - FY 2023 - FY 2024 - FY 2025 - FY 2026 - FY 2027 - FY 2028 - FY 2029 - <u>\$9,360,000</u>	\$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T) \$1,040,000 (T)
* R-5966 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	VARIOUS, FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP), ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS. <u>FUNDING ADDED TO FY 21, FY 22, AND FY 23 AT THE DIRECTION OF FHWA.</u>	CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2023 - FY 2024 - <u>\$18,990,000</u>	\$2,090,000 (FTTP) \$10,532,000 (FTTP) \$3,540,000 (FTTP) \$2,340,000 (FTTP) \$488,000 (FTTP) \$18,990,000
* TI-6109 STATEWIDE PROJ.CATEGORY	- STATEWIDE PROJECT	STATEWIDE, 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS <u>MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON FY 21 GRANTS</u>	OPERATIONS	FY 2021 - <u>\$12,266,000</u>	(5311) \$12,266,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

* TC-0005 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFYING PROJECT TC-0005 TO IDENTIFY SOURCE AND AMOUNT OF LOACAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	CONSTRUCTION	FY 2021 - \$417,000 (L) FY 2021 - <u>\$1,668,000 (5339)</u> \$2,085,000
* TC-0006 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION <u>MODIFYING PROJECT TC-0006 TO IDENTIFY SOURCE AND AMOUNT OF LOACAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	CONSTRUCTION	FY 2021 - \$84,000 (L) FY 2021 - <u>\$335,000 (5339)</u> \$419,000
* TC-0007 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION PROJECT <u>MODIFYING PROJECT TC-0007 TO IDENTIFY SOURCE AND AMOUNT OF LOACAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	CAPITAL	FY 2021 - \$297,000 (L) FY 2021 - <u>\$1,189,000 (5339)</u> \$1,486,000
* TC-0008 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFYING PROJECT TC-0008 TO IDENTIFY SOURCE AND AMOUNT OF LOACAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	CAPITAL	FY 2021 - \$1,000,000 (L) FY 2021 - <u>\$4,000,000 (5339)</u> \$5,000,000
* TC-0010 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION <u>MODIFYING PROJECT TC-0010 TO IDENTIFY SOURCE AND AMOUNT OF LOACAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	CONSTRUCTION	FY 2021 - \$284,000 (L) FY 2021 - <u>\$1,135,000 (5339)</u> \$1,419,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

* TC-0011 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION <u>MODIFYING PROJECT TC-0011 TO IDENTIFY SOURCE AND AMOUNT OF LOCAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	CAPITAL	FY 2021 - \$598,000 (L) FY 2021 - \$2,391,000 (5339) \$2,989,000
* TC-0012 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5339(b) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS. <u>MODIFYING PROJECT TC-0012 TO IDENTIFY SOURCE AND AMOUNT OF LOCAL FUNDS AT THE REQUEST OF INTEGRATED MOBILITY DIVISION NCDOT</u>	ACQUISITION	FY 2021 - \$223,000 (L) FY 2021 - \$894,000 (5339) \$1,117,000
* TC-0013 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, MOBILITY FROM ALL GRANT OPPORTUNITY FROM THE FTA.5310 DISCRETIONARY GRANT AWARDED BY FTA. <u>MODIFYING PROJECT TC-0013 TO STIP FY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. MOVING MATCH FUNDS FROM LOCAL TO STATE AT THE REQUEST OF INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2021 - \$70,000 (S) FY 2021 - \$70,000 (L) FY 2021 - \$280,000 (5310) \$420,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

U-6202	- WILMINGTON URBAN AREA	SR 2048 (GORDON ROAD), US 17 (MARKET STREET)	BUILD NC ROW	FY 2022 -	\$858,000	(T)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	TO I-40. WIDEN ROADWAY.		FY 2023 -	\$858,000	(T)
PROJ.CATEGORY	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>			FY 2024 -	\$858,000	(T)
DIVISION				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-	\$6,006,000	(T)
			RIGHT-OF-WAY	FY 2022 -	\$2,309,000	(T)
				FY 2023 -	\$2,309,000	(T)
			UTILITIES	FY 2022 -	\$2,321,000	(T)
				FY 2023 -	\$2,322,000	(T)
			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 -	\$5,100,000	(T)
				FY 2025 -	\$5,100,000	(T)
					\$51,636,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

* HS-2003A NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1217 (17TH STREET), INSTALL NEAR SIDE SIGNAL HEADS ON A PEDESTAL ON BOTH SIDES OF SR 1217 (17TH STREET) AT DOCK STREET IN WILMINGTON. <u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u>	CONSTRUCTION	FY 2021 -	\$34,000	(HSIP)
					\$34,000	
* R-5783 BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON PROJ.CATEGORY DIVISION	- GRAND STRAND METROPOLITAN PLANNING ORGANIZATION - JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION - MID-CAROLINA RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - CAPE FEAR RURAL PLANNING ORGANIZATION	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD FUNDING IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2020 - FY 2020 - FY 2021 - FY 2021 - FY 2022 - FY 2022 -	\$100,000 \$400,000 \$200,000 \$800,000 \$200,000 \$800,000	(S) (TA) (S) (TA) (S) (TA)
					\$2,500,000	(TA)
U-6201 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1175 (KERR AVENUE), SR 1411 (WRIGHTSVILLE AVENUE) TO US 76 (OLEANDER DRIVE). CONSTRUCT ROADWAY ON NEW LOCATION. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2028 - FY 2028 - POST YR-	\$3,300,000 \$154,000 \$4,400,000	(T) (T) (T)
					\$7,854,000	

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-1 (January 2021)

* R-5783	- GRAND STRAND METROPOLITAN	VARIOUS, DIVISION 3 PROGRAM TO UPGRADE	CONSTRUCTION	FY 2020 -	\$100,000	(S)
BRUNSWICK	PLANNING ORGANIZATION	INTERSECTIONS TO COMPLY WITH THE AMERICANS		FY 2020 -	\$400,000	(TA)
DUPLIN	- JACKSONVILLE URBAN AREA	WITH DISABILITIES ACT (ADA) USING		FY 2021 -	\$200,000	(S)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	TRANSPORTATION ALTERNATIVES (TA) FUNDS.		FY 2021 -	\$800,000	(TA)
ON SLOW	- WILMINGTON URBAN AREA	<u>ADD FUNDING IN FY 21 AND FY 22 NOT PREVIOUSLY</u>		FY 2022 -	\$200,000	(S)
PENDER	METROPOLITAN PLANNING ORGANIZATION	<u>PROGRAMMED.</u>		FY 2022 -	\$800,000	(TA)
SAMPSON	- DOWN EAST RURAL PLANNING					
PROJ.CATEGORY	ORGANIZATION				\$2,500,000	
DIVISION	- MID-CAROLINA RURAL PLANNING					
	ORGANIZATION					
	- EASTERN CAROLINA RURAL PLANNING					
	ORGANIZATION					
	- CAPE FEAR RURAL PLANNING					
	ORGANIZATION					

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-1 TO THE
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-1.

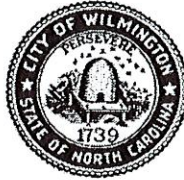
NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-1.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 24, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Resolution



City Council
City of Wilmington
North Carolina

Introduced By: Sterling B. Cheatham, City Manager

Date: 2/2/2021

**Resolution Supporting a Supplemental Request for Additional Surface Transportation
Block Grant Program-Direct Attributable Funding for the Wilmington Multi-Modal
Transportation Center Phase 1B**

LEGISLATIVE INTENT/PURPOSE:

The Wilmington Multi-Modal Transportation Center feasibility study was completed in May 2000. In 2004, the Louis Berger Group prepared a site evaluation study that reviewed six potential locations. On February 15, 2005 the Wilmington City Council voted to select Site #5 (bound by North 3rd Street, the rail bed, North 4th Street and Red Cross Street) as the preferred location for the future transportation center.

Padgett Station (the transit portion of the transportation center) opened on January 18, 2019. NCDOT has retained the properties bound by Campbell Street, North 3rd Street, North 4th Street and Hanover Street for the future rail portion of the center to be constructed at a later date. NCDOT conveyed the property located at 525 North 4th Street (site of the former Thomas Grocery building) to the City of Wilmington on January 30, 2017. This property is currently owned by the City of Wilmington and the building is vacant.

On March 27, 2019 the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Board supported the MPO exploring the use of the building for dedicated office space. Benefits of this proposal are that its re-use would meet the requirements set forth by NCDOT; rehabilitate and re-use a contributing structure in the City of Wilmington's Historic District; rehabilitate a building that was damaged by Hurricane Florence and in neglect; and free up existing office space for use by City of Wilmington staff.

The estimated cost in April 2019 to rehabilitate the building, based on NCDOT's Prioritization 5.0 cost estimation tool, was \$1,700,000. The City agreed to provide a local match in the amount of \$340,000. The City entered into the necessary agreement with NCDOT in October 2019 and received preliminary engineering (PE) authorization from NCDOT on January 2, 2020. Following the funding approval and PE authorization, the City of Wilmington and the WMPO solicited architectural/engineering firms to provide design documents for the building renovation. HDR, Inc. was selected and awarded the contract in July 2020 to develop design documents, including construction cost estimates. Building Code requirements, stabilization requirements, and operational objectives have allowed for more detailed discussions and refinement of the building design and construction cost estimates.

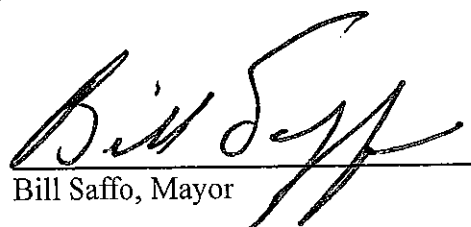
CITY CLERK
Done by Stephanie
CERTIFIED TO BE A TRUE COPY

In order to renovate and furnish the building additional funding is being requested. The revised detailed construction cost estimate in the amount of \$2,730,424 is inclusive of bonds, insurance, furnishings and a fifteen percent (15%) contingency. To this, there is also an additional \$103,043 to cover NCDOT administrative fees. This is an increase of \$1,450,197 above the remaining project balance of \$1,383,270. The City of Wilmington/ WMPO propose to fund the twenty percent (20%) match from unallocated funds already included within the City of Wilmington's Multi-modal facility study budget (project number 4TRMS0216). The remaining eighty percent (80%) of the needed funds will be requested from the WMPO, in accordance with the parameters of the STBGP-DA administering rules.

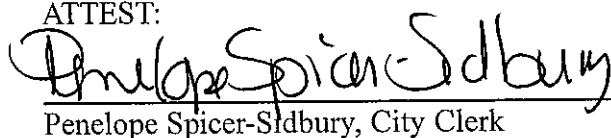
THEREFORE, BE IT RESOLVED:

THAT, the Wilmington City Council authorizes the City of Wilmington to apply to the Wilmington Urban Area Metropolitan Planning Organization for Surface Transportation Block Grant Program - Direct Attributable Funds in the amount of \$1,160,158 and provide the (20%) local match in the amount of \$290,039 for the Wilmington Multi-Modal Transportation Center Phase 1B.

Adopted at a regular meeting
on February 2, 2021


Bill Saffo, Mayor

ATTEST:


Penelope Spicer-Sidbury, City Clerk



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL DIRECT ATTRIBUTABLE FUNDS
TO THE CITY OF WILMINGTON FOR THE WILMINGTON MULTI-MODAL TRANSPORTATION
CENTER PHASE 1B PROJECT (U-6234)**

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

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

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

WHEREAS, the former Thomas Grocery Building located at 525 North 4th Street was purchased by the North Carolina Department of Transportation as part of the Wilmington Multi-modal Transportation Center; and

WHEREAS, this property was transferred to the City of Wilmington in 2017 and the building is currently vacant; and

WHEREAS, on March 27, 2019 the Wilmington Metropolitan Planning Organization's Board supported exploring the use of the former Thomas Grocery Building for dedicated office space; and

WHEREAS, benefits of this proposal are that its re-use would meet the requirements set forth by the North Carolina Department of Transportation to be used for a transportation purpose; rehabilitate and re-use a contributing structure in the City of Wilmington's Historic District; rehabilitate a building that was damaged by Hurricane Florence and is in neglect; and free up existing office space occupied by the MPO for use by City of Wilmington staff; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization's Board allocated FY 2020 STBGP-DA funds to the City of Wilmington for Wilmington Multi-modal Transportation Center Phase 1B on July 31, 2019; and

WHEREAS, the City Council authorized the City Manager to enter into an agreement with NCDOT in the amount of \$1,360,000 and committed \$340,000 as the local match; and

WHEREAS, additional costs associated with building code requirements, stabilization requirements, and operational objectives have increased the total estimated project cost to \$2,730,424; and

WHEREAS, the City of Wilmington has requested an additional funding in the amount of \$1,160,158 from the Wilmington Urban Area Metropolitan Planning Organization and has confirmed their willingness to provide an additional \$290,039 to this project.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the allocation of additional Direct Attributable funding in the amount of \$1,160,158 to the City of Wilmington for the Wilmington Multi-modal Transportation Center Phase 1B project.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 24, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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

Memorandum

To: Mike Kozlosky, Executive Director, WMPO

From: Scott A. James, PE, Senior Project Engineer, WMPO
Regina Hopkins, Senior Accountant, WMPO

Date: February 18, 2021 - **REVISED**

Subject: STBGP – DA response to FY21 Call for Projects

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. Each state is apportioned STBGP funds for the state's entire Federal-aid system, and a portion the FAST Act allocates STBGP funds directly to Metropolitan Planning Organizations (MPO) that are designated as a Transportation Management Area (TMA). STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133. Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

On October 1, 2020, the President signed a continuing resolution authorizing a one year extension to the Fixing America's Surface Transportation (FAST) Act. This extension provides for funding thru the federal fiscal year 2021 and thereby makes eligible funds from the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. Due to the short term extension, the funding will be awarded in one allocation.

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) receives a direct allocation of STBGP funding annually. This direct allocation is referred to by the WMPO as Surface Transportation Block Grant Program Direct Attributable (STBGP-DA). All projects requesting STBGP-DA funds must submit a formal funding request. A competitive process is used to determine which projects are funded.

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

The FAST Act also combined the former STP and former TAP programs at the federal level, and amended the provisions contained in 23 U.S.C. 133. Prior to apportioning the STBGP funds to each state or MPO, a portion the FAST Act sets aside STBGP funds specifically for Transportation Alternatives, now referred to as the Transportation Alternative Set Aside (TASA). From the TASA funds apportioned to each state, a portion of the FAST Act allocates TASA funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). Specific eligibility criteria and guidance can be found through the Federal Highways Administration (FHWA www.fhwa.dot.gov).

As a Transportation Management Area (TMA), the Wilmington Urban Area Metropolitan Planning Organization (WMPO) receives a direct allocation of TASA funding annually. This direct allocation is referred to by the WMPO as Transportation Alternative Set Aside-Direct Attributable (TASA-DA). A competitive process is used to determine which projects are funded.

On November 23, 2020, the WMPO issued a call for projects for the 2021 Fiscal Year (FY21). The call was sent to all member jurisdictions with a submittal deadline of Friday, February 5, 2021. In response, the following applications were received:

New Hanover County

Middle Sound Loop Connector Construction & Porters Neck Walmart Connector Construction

Total project cost: \$691,481

Requested DA funding: \$553,472

Cape Fear Public Transportation Authority (WAVE)

Automatic Passenger Counter Technology Solution for Public Transportation Services

Total project cost: \$200,000

Requested DA funding: \$160,000

In addition to the above, an incomplete application was submitted from an eligible party. Due to an error in communication, revisions to this application were not made before the February 5th deadline. In response, the MPO has granted the applicant until February 25th to revise and re-submit their application for review. After review of the subject applications, staff proposes bringing the projects before the TCC and WMPO Board meetings in March with a recommendation to award the requested funds.

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-2 (February 2021)

* HO-0002C	- WILMINGTON URBAN AREA	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON.	CONSTRUCTION	FY 2021 -	\$4,705,000	(HSIP)
BRUNSWICK	METROPOLITAN PLANNING ORGANIZATION	INSTALL BROADBAND.		FY 2021 -	\$523,000	(S(M))
COLUMBUS	- LUMBER RIVER RURAL PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 21 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2022 -	\$4,705,000	(HSIP)
ROBESON				FY 2022 -	\$523,000	(S(M))
PROJ.CATEGORY	- CAPE FEAR RURAL PLANNING ORGANIZATION				\$10,456,000	
STATEWIDE						

* HO-0002D	- WILMINGTON URBAN AREA	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN	CONSTRUCTION	FY 2023 -	\$1,760,000	(DP)
ANSON	METROPOLITAN PLANNING ORGANIZATION	WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.			\$1,760,000	
BRUNSWICK	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED. DP FUNDS REPRESENTS FEDERAL INFRA GRANT FUNDS.</u>				
COLUMBUS						
RICHMOND	- ROCKY RIVER RURAL PLANNING ORGANIZATION					
ROBESON						
SCOTLAND	- CAPE FEAR RURAL PLANNING ORGANIZATION					
UNION						
PROJ.CATEGORY	- LUMBER RIVER RURAL PLANNING ORGANIZATION					
STATEWIDE						

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-2 (February 2021)

EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH.	ENGINEERING CONSTRUCTION	FY 2020 - FY 2020 - FY 2022 - FY 2022 -	\$59,000 \$15,000 \$333,000 \$83,000	(TADA) (L) (TADA) (L)
	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>					
* HO-0002C BRUNSWICK COLUMBUS ROBESON PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, I-95 IN LUMBERTON TO I-140 IN WILMINGTON. INSTALL BROADBAND.	CONSTRUCTION	FY 2021 - FY 2021 - FY 2022 - FY 2022 -	\$4,705,000 \$523,000 \$4,705,000 \$523,000	(HSIP) (S(M)) (HSIP) (S(M))
	- LUMBER RIVER RURAL PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 21 NOT PREVIOUSLY PROGRAMMED.</u>				
	- CAPE FEAR RURAL PLANNING ORGANIZATION				\$10,456,000	
* HO-0002D ANSON BRUNSWICK COLUMBUS RICHMOND ROBESON SCOTLAND UNION PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, EASTERN END OF MONROE BYPASS TO I-140 IN WILMINGTON. VULNERABILITY ASSESSMENTS, INSTALLATION OF FLOOD GAUGES, AND FLOOD MONITORING.	CONSTRUCTION	FY 2023 -	\$1,760,000	(DP)
	- CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION	<u>ADD CONSTRUCTION IN FY 23 NOT PREVIOUSLY PROGRAMMED. DP FUNDS REPRESENTS FEDERAL INFRA GRANT FUNDS.</u>				
	- ROCKY RIVER RURAL PLANNING ORGANIZATION					
	- CAPE FEAR RURAL PLANNING ORGANIZATION					
	- LUMBER RIVER RURAL PLANNING ORGANIZATION					

**WILMINGTON URBAN AREA
MPO
February 2021**

PENDER COUNTY STREETS PLAN

On January 26th WSP, Pender County, and WMPO staff held a kick-off meeting for the Pender County Streets Plan. Funded as a special study in the WMPO's adopted FY 21 UPWP, the schedule for the development of the plan is estimated to be approximately six months and will include two public outreach and participation periods. The development of the plan will be overseen by a steering committee comprised of stakeholders representing the county, the development community, NCDOT, and citizens among others. The final plan will serve as an update to the 2016 Pender County Collector Streets Plan, and is envisioned to be a more comprehensive technical document that integrates the recommendations of the Pender County Comprehensive Plan 2.0 with buy in and support from both the development community and citizens.

Project Status and Next Steps:

- Perform existing conditions analysis
- Hold Initial steering committee meeting
- Development of outreach and communication plan for public input

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: 6 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 (10 on-going; 0 new): New Hanover County 2, City of Wilmington 1, Town of Carolina Beach 0, Town of Leland 3, Town of Navassa 0, Pender County 3, and Brunswick County 1
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 60 reviews (8 new, 52 on-going)
- City of Wilmington Informal Reviews 28 reviews (10 new, 18 on-going)
- City of Wilmington Concept Reviews: 1 review (1 new, 0 on-going)
- COW Project Releases: 3 released

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

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

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

Project Status and Next Steps:

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

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

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

Project Status and Next Steps:

- Construction commenced October 26
- Construction in progress

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 – Spring 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:

- Project was rebid a third time on December 3, 2020
- Simmons Public Utility Site Work, Inc. was the low bidder
- Contract awarded to Simmons on December 17

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:

- Project was rebid a third time on December 3, 2020
- Simmons Public Utility Site Work, Inc. was the low bidder
- Contract awarded to Simmons on December 17

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:

- Project was rebid a third time on December 3, 2020
- Simmons Public Utility Site Work, Inc. was the low bidder
- Contract awarded to Simmons on December 17

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

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

Project Status and Next Steps:

- Council approved additional funding for project on January 19, 2021
- City waiting on NCDOT to review AECOM's Scope & Manday Estimate (Doug Kretchman said to expect reply the week of Feb 1st)
- MPO Board will consider funding request on February 24th
- NCDOT Plans to resurface from 17th Street to Shipyard Blvd (Summer 2021)
- Once Notice To Proceed is awarded to AECOM, plans will be moved to 65% Plans in 45 days
- Then coordination with YWCA on needed ROW/Easement will happen

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
- A RFQ was advertised for CEI services and a firm was selected.
- CEI has been approved by NCDOT
- NCDOT has asked that 2 documents be updated and resubmitted
- 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:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization is being requested
- Construction Funds Authorization request is anticipated in late summer 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 Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Project remains on track for a September 2022 LET
- Town is pursuing additional ROW to allow for preferred design

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 a request for additional funds at their February 2nd meeting
- The consultant is finalizing their designs with anticipated completion in mid- February
- Additional funds are being requested from the MPO Board on February 24th to cover increased estimated costs of construction

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

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

Project Status and Next Steps:

- U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
- Cost sharing agreements with New Hanover County completed March 2020.
- NCDOT Authorization for Preliminary Engineering received March 2020.
- An updated 90-day Design Proposal from Davenport received November 17, 2020.
- WMPO advised of pause in NCDOT funding availability.
- NCDOT funding availability reopened January 25, 2021
- Request for PE funding and authorization made on January 27, 2021
- Design expected to start in April lasting through October.

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

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

Project Status and Next Steps:

- TIP number has been entered.
- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with project and will upload information into EBS.

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:

- Construction survey underway
- Construction underway- clearing, grading & stabilization

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

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

Belville Elementary School.

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Project remains on track for a September 2022 LET
- Town is pursuing additional ROW to allow for preferred design

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:

- Approval from NCDOT for hydraulic design received December 18, 2020
- Design completion next 60 days (delayed awaiting NCDOT approval)

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

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

Project Status and Next Steps:

- Pre-Design scoping meeting with Davenport Engineering and NCDOT Division Personnel occurred in February 2020.
- 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 June 24, 2020
- Contract sent to Davenport for execution as of January 28, 2021

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

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

Project Status and Next Steps:

- The Town is evaluating the scope for the project.
- Town Council to discuss action on project prior to moving forward.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: 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. The City of Wilmington has partnered 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.
- b. Due to COVID-19 and 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 and through print educational material provided by NCDOT. The NCDOT cancelled law enforcement trainings in response to COVID-19.
- c. Go Coast collaborated with the City of Wilmington's communications department to place Watch for Me NC images on digital billboards throughout in October and November.
- d. Go Coast and Wilmington Fire Department will attempt to plan socially distant educational events in the Spring of 2021

2. Alternative Transportation Social Media Week

- a. The week of November 16, 2020, Go Coast released a series of videos and creative images onto social media that discussed the following topics"
 - "What is Alternative Transportation?"
 - "Why is America So Car-Centric?"
 - Equitable Transportation
 - Smart Urban Planning
 - "How has COVID-19 changed the way we think about telecommuting?"

These videos were viewed over 1,200 times across the Go Coast and WMPO social media accounts.

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 progress to become Silver by the next application in 2024.
- c. The first meeting of this taskforce is scheduled for February 23, 2021 at 10 am

4. Short Range TDM Plan Change in Motion 2020

- a. Public comment period for the draft short range-tdm plan took place from December 3, 2020 to January 3, 2021 and received over 50 comments
- c. Go Coast staff will review comments and provide recommended changes to the Go Coast Committee
- d. The Go Coast Committee will pass a resolution in the February committee meeting to ask the WMPO Board to consider the approval of the final draft of the plan in the March

5. Micro Mobility

- a. After the termination of the Wilmington bike share agreement in January 2020, another bike share RFP was released which received one response. It the understanding of Go Coast staff that cost-free bike share programs are no longer an option for new programs
- b. The NC Legislature did not make any decisions concerning the operation of stand up electric scooters in the 2019-2020 session
- c. Current regulations of electric stand up scooters is left to municipalities
- d. Go Coast completed a national assessment of bike share programs and scooter share programs to evaluate how municipalities fund and operate micro mobility

6. Ordinance Review

a. By request of the WMPO Bike/Ped Committee, Go Coast performed a review of member jurisdiction ordinances pertaining to alternative transportation amenities requirements in development. The goal is to learn if member jurisdictions have had any success in increasing bicycle and pedestrian infrastructure by requiring to developers to include alternative transportation facilities within their development if the facilities are in an adopted plan.

7. Next Go Coast meeting is February 18, 2021 at 3:00 and will take place virtually.



Cape Fear Public Transportation Authority

Project Update

February 2021

- 1. Transportation Assistance Provided to Vaccination Distribution Sites** - Through a collaborative partnership with the North Carolina Department of Transportation (NCDOT), the North Carolina Department of Health and Human Services (DHHS) and New Hanover County, the Authority is providing free transportation to designated vaccination distribution sites for community members with vaccination appointments effective January 25, 2021 and until further notice.

To ensure barriers, including lack of transportation, do not prevent individuals from getting vaccinated, DHHS and DOT are distributing Coronavirus Relief Funds to local transit agencies to provide access to and from COVID-19 vaccine sites for North Carolina residents. Anybody traveling to or from a North Carolina vaccine provider is eligible for transportation for the purpose of receiving a COVID-19 vaccine or assisting someone who is receiving a COVID-19 vaccine.

Transportation provided by the Authority is limited to designated vaccination sites within New Hanover County. Residents are advised to contact the New Hanover County Health Department for vaccine appointments and information including designated sites. Upon securing an appointment, residents can contact the Authority directly to schedule transportation services. Further details and information regarding this effort can be found on the Authority's website at: <https://www.wavetransit.com/>.


- 2. 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 a micro-transit service offering.

The implementation date of July 1, 2021 for the revised network was revised to August 15, 2021. Further information regarding the route modifications included under the revised proposal, the Microtransit service project, public engagement activities, opportunities for comment and a comprehensive timeline of events will be released to the public late February 2021.


3. **Rosa Parks Day** - In 1955, civil rights activist Rosa Parks refused to give up her seat on the bus to a white customer. Her action inspired the Montgomery bus boycott, which led to the end of racial segregation on public transportation. On February 4th, her birthday, the front seat of every Wave Transit bus will be reserved for Rosa Parks with the placard below in honor of her memory.

THIS SEAT IS
RESERVED
IN HONOR OF ROSA PARKS



In 1955, civil rights activist Rosa Parks refused to give up her seat on the bus to a white customer. Her action inspired the Montgomery bus boycott, which led to the end of racial segregation on public transportation.

Today, February 4th, on her birthday, we honor the memory of Rosa Parks, whose courage and dignity inspired the movement that helped to end racial segregation.



Projects in Development						
Project Manager	Contract TyI	TIP	PO	Description	County	ROW Move Forward
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	Y
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/	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
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

Project Manager Contract TyI			TIP	PO	Description	County	ROW Move Forward	SAP Let Date
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		Brunswick, New 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:

1/5/2021

PO:

WMPO

Contact:

Caitlin Marks

910-341-2000

cmmarks@ncdot.gov

Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion Percent Complete
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 94.26%
DC00268	TBD	I-5760A	New Hanover	I-140 from I-40 to US 421 Open Grated Friction Course	Jan-21 85.42%
DC00265	TBD	N/A	, Duplin, New Hanover, Pender	Long Line Pavement Marking	Nov-21 78.78%
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 41.10%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22 34.16%
DC00290	Dan Cumbo		New Hanover	I-40 at Exit 420 - GRP 2	Jul-21 46.37%

Resurfacing										
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete	
C204135	2018	/ Hanover/Brunsi	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)	Jan-21	92.29%	



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

February 2021

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

FEBRUARY TPD UPDATES WILMINGTON MPO

FEBRUARY 2021

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

Brunswick County Comprehensive Transportation Plan (CTP): We have officially started the Brunswick County CTP. The last meeting was a review meeting on 1/14/2021 where the committee went over several items:

- Vision, Goals and Objectives
- Survey Review
- Title VI outreach
- Presentation to Locals

Our decision meeting is on 1/28/2021.

Wilmington Model: The 2045 Travel Demand Model and 2045 Wilmington MPO MTP was adopted on 11/18/2020 by the Wilmington MPO Board.

Traffic Shift Scheduled on Market Street in Wilmington: The N.C. Department of Transportation is planning to shift a section of traffic back to its original placement on Wilmington's Market Street.

Northbound traffic on Market Street between Amaryllis Drive and just south of Alexander Road will shift back to the original alignment starting Sunday night, while southbound traffic will remain in its current configuration.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27699

Telephone: 919 707 0980
Customer Service: 1-877-368-4968

Website: ncdot.gov

Location:
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699

The shift will allow NCDOT contractors to work in between the north and southbound lanes as they continue to install a 96-inch stormwater pipe.

Brunswick County Intersection Converting to All-Way Stop: To reduce the risk of crashes, the N.C. Department of Transportation is planning to change the traffic pattern at a Brunswick County intersection next week.

The intersection of Old Ferry Connection and Sabbath Home Road near Supply is scheduled to change to an all-way stop intersection on Tuesday, weather permitting. The change is based on safety reviews by the department.

Motorists should be alert for crews while they convert the intersection and then, once the changes are made, slow down for the new traffic configuration.

2021 Watch for ME NC Program: Applications are now being accepted for North Carolina communities interested in participating in the 2021 Watch for Me NC Program.

The nationally recognized program focuses on reducing bicycle and pedestrian injuries and fatalities through public education and community engagement partnerships with local law enforcement.

Communities selected to participate will receive free law enforcement training, technical assistance and safety tools. Applications are due by Feb. 1 and can be submitted online.

NC FIRST Releases Final Report: A special commission made up of finance, business and public policy experts has developed a set of recommendations for how to modernize North Carolina's transportation investment strategy.

The NC FIRST Commission was formed in 2019 to research how emerging trends, new transportation technologies and changing demographics will impact the current transportation funding model. Among its tasks, the commission evaluated how best to replace declining motor fuel tax revenues as more people convert from gas-powered automobiles to using autonomous and electric vehicles.

The Commission's report highlighted the need to increase investments to maintain and improve the state's transportation infrastructure. The Commission also provided potential investment solutions such as adopting a mileage-based fee for electric and hybrid vehicles and raising the NCDOT's debt-to-revenue ratio.

The Commission presented its final report and recommendations to the state's transportation secretary last week.